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No. 34539.

HONG KONG, SATURDAY, MARCH 18, 1950.

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## WARSHIP TRAILS EMPIRE DIRK

### British ship carrying plane parts watched by Nationalist destroyer TOLD TO TURN BACK

Taipei, March 17.  
The 2,942-ton British cargo vessel, *Empire Dirk*, owned by Mollers and chartered by a Chinese firm in Hong Kong to carry plane parts and equipment from Hong Kong to Communist China, is at present being trailed by a Chinese Nationalist destroyer, according to Navy reports here today.

### Jap fishing boats seized by Russians

Tokyo, March 17.  
The Japanese Press reported that two Soviet patrol vessels fired upon and seized two Japanese crab-fishing vessels this morning in the Sea of Okhotsk.  
Both the *Asahi* and *Yomiuri* newspapers quote Hokkaido police as reporting that five Japanese ships engaged in crab-fishing off Nemuro Peninsula in North Hokkaido, were attacked by the Russian vessels. Two of the vessels were taken into custody while three others still are missing.—Associated Press.

### More atomic explosions in Russia

London, March 17.  
Kenneth Courcy, British editor who claims to have secret intelligence sources, reported today that eight more experimental atomic blasts had taken place in Russia between March 5 and March 10.  
In a Press statement, Dr. Courcy, editor of the "Intelligence Digest," gave these details:  
March 5—Two explosions at 8 p.m. (GMT) both of which were successful.  
March 6—An explosion at 2 p.m. and one at midnight, both of which were very successful.  
March 9—Two explosions round about midnight.  
March 10—Two made at 8 p.m., which were fairly successful.  
Dr. Courcy claimed that intelligence "gathered by advanced methods of a highly secret kind" showed that on February 28 or March 1, an extremely important experimental series started in Russia.  
The "evidence" also confirmed, Dr. Courcy said, that Russia has made considerable advances in a form of nuclear energy more powerful than the atom bomb used in the Japanese war or at Bikini.—Reuters.

### NATIONALISED TRANSPORT LOSS

London, March 17.  
Britain's nationalised road and rail transport may well have a loss of £100,000,000 by the middle of 1952 on the present rates of expenditure and revenue, a Transport Minister announced today.  
The deficit will "have to be liquidated," the Minister declared in a White Paper and it approved the Transport Commission's application to increase railway freight and canal charges by 10-2/3 per cent.  
The Tribunal agreed with the Transport Commission that no additional receipts could be obtained by increasing passenger fares.—Reuters.

### The Weather

At 0600 GMT (8 p.m. HKT) a moderate anticyclone covers Japan and the sea in the South Eastward. It is moving East. A small depression appears to be developing to the North of Formosa, and will probably move ENE. Pressure is also falling over N. China.  
Today's Forecast—Moderate E. winds. Partly cloudy. Mild.  
Yesterday's Weather:  
Maximum: 73.0 deg. F.  
Minimum: 61.0 deg. F.  
Rainfall: 2.1 inches.  
Wind: S.W. 10-15 mph. Jan. 1-10.  
Average of 11.8 deg. F. at 10 a.m. Jan. 1-10.  
Readings at:  
Kowloon: 72.0 deg. F. Jan. 1-10.  
Hong Kong: 71.0 deg. F. Jan. 1-10.  
Shanghai: 70.0 deg. F. Jan. 1-10.  
Canton: 69.0 deg. F. Jan. 1-10.  
Hankow: 68.0 deg. F. Jan. 1-10.  
Peking: 67.0 deg. F. Jan. 1-10.  
Tientsin: 66.0 deg. F. Jan. 1-10.  
Harbin: 65.0 deg. F. Jan. 1-10.  
Urumqi: 64.0 deg. F. Jan. 1-10.  
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**SUNDAY  
MARCH  
19**

**HONGKONG**  
17, Ventrils Rd.  
6:30 P.M. Sunday  
7:30 P.M. Thursday


**KOWLOON**  
Nathan & Medy Bds.  
8:15 P.M. SUNDAY,  
Fri. & Sat. Nights

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Night  
YOU  
WILL  
NEVER  
FORGET!**

**CANTONESE  
TRANSLATION**



the Club on Thursday for members of the Forces. It will start

the No. 1 Boy. (11-14-1941) (the top corner)

The Royal Observatory stated yesterday. The solar eclipse is expected to be observed today, March 18.

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(small) .....	188	187
Hair Tail .....	189	186

**CC**



# ANNUAL MEETING OF THE STAR FERRY CO.

Until negotiations now in progress with Government for a new franchise are completed, the Star Ferry Company does not know under what conditions it shall continue to operate. The pier leases expired in December 1949, and negotiations for a new franchise were opened by Government only on November 15, 1949.

Announcing this at the 48th annual general meeting of the Company yesterday, Mr. D. F. Landale, the Chairman, gave a review of the role played by the Company as a public utility, concern over the 52 years of its existence.

"The presentation of this report marks the close of an era as far as this Company is concerned," said Mr. Landale.

"In 1941, too close to the commencement of hostilities for anything to be done about it, we were informed that Government did not intend to renew the Pier Leases on their expiry in 1949. The matter was again taken up in London in 1944, and repeated representations and requests for a decision on this subject have been made since the re-occupation of the Colony. It was only in November, 1949 that Government opened negotiations with us."

"I say, without hesitation, that throughout its history the Company has recognised to the full its responsibilities to the travelling public, and as far as lay within its power adopted a policy of progressive improvement, keeping with the times."

"The figures shown in the Report of 129,000 Harbour crossings during 1949, and the total number of nearly 36,000,000 passengers carried, speak for themselves; they reflect the greatest credit on our launch crews and pier staff, who have carried out their duties throughout the year, often under very trying conditions, faithfully and well. Since the re-commencement of the service in February, 1946, more than 103,000,000 passengers have been safely carried across the harbour, a record of which we may be proud."

"I regret that I am still not in a position to inform shareholders the conditions under which the Company is now operating and will operate in future. The Directors have accepted, in principle, the fact that some form of

Royalty to Government must be paid. Discussions are now proceeding, and as both Government and ourselves are naturally anxious to finalise the position, I hope they will not be unduly protracted. The only answer to relief of the existing congestion of our service is the construction of new piers."

## Company not to blame

"It is pleasing to note that Government are at last alive to the necessity for expediting matters in this direction, but it must necessarily be a long time before these piers are available. It is also clear that no blame attaches to this Company for this delay."

"Since the days before the war we have been consistently pressing for some indication of Government's intentions regarding franchise and pier development and I can only express the hope that the provision of new piers will now be considered as being of the very greatest urgency and the work put in hand and carried out with the utmost despatch."

"As a result of the expiry of the Pier Leases, ownership of the existing Piers reverted to Government, whose responsibility they became with effect from January 1. To safeguard the interests of the travelling public, however, the Company has accepted the responsibility of carrying out the necessary maintenance repairs and overhauls of these Piers for Government Account."

"Traffic steadily increased throughout the year, and what was considered a record figure in December. During that month the average number of passengers carried daily was 118,325. Despite increased operating costs fares were maintained at the level introduced in 1949, and monthly ticket holders still travel at the pre-war rate. It is axiomatic that an increased number of customers results in an increased profit, and the effect of the large number of passengers carried is reflected in the figures. But I must make clear that if the present abnormal traffic should fall to a figure even equal to twice the pre-war traffic we should not be able to maintain the present service without increasing the fares."

"Overall the increase in fares over pre-war rates is only about 70 per cent whereas operating expenses are nearly six times the pre-war level and it is only because of the abnormal number of passengers carried that we have been able to operate on the present scale of charges."

"The layman usually thinks of our fare in terms of 20 cents and he does not appreciate that over 12,300,000 passengers were carried last year on monthly tickets costing, for unrestricted travel, \$6.00 (or 7/6) per month. This Company has always set itself out to cater for these permanent residents who are regular travellers at the cheapest possible rate. The actual gross return per passenger carried is just over 13 cents (two pence)."

## Costly business

"The assets of the company suffered badly during the occupation period and the rehabilitation has been both lengthy and costly business. The work was completed during the year under review and war damages account when closed amounted to \$4,437,250. Apart from an item of \$38,870 (cheque signed under duress), which has been met by charging to profit and loss; appropriation account, the account has been closed by transferring \$4,072,359 to launches account and \$324,022 to pier and turnstile accounts. In the case of launches this enhanced value has naturally meant a greatly increased depreciation charge, but the revised value shown in the balance sheet still does not represent anything like the real value of the craft. The value of the pier and turnstiles has had to be written off in total as the structure reverted to Government without compensation, on December 31 last. This explains the marked increase in depreciation over the previous year."

"An item, propulsion machinery \$350,000, is a set of Diesel electric machinery, similar to that installed in the 'Electric Star' which is to be fitted in our new launch. But construction of this new launch cannot be proceeded with until the design of the new piers has been decided. "Share investments depreciated during the year, but still stand at \$211,000 above original cost, while the return on these was 0.25 per cent."

"Reconstruction reserve is increased to \$2,240,000. This provision is very essential in view of the development of the har-

vice which we hope will follow on the settlement of the new franchise."

Mr. Landale then proposed the adoption of the report and accounts, and the motion was recorded by Mr. C.D. Slade who said:

## Benefits to HK

"The Chairman has mentioned that the Company is mindful of the responsibilities which attach to it as a public utility company but I suggest that the Colony, its Government and people should be equally mindful of the benefits which have been received through the enterprise shown by the Company."

"By increasing its services from time to time, it has anticipated the needs of the public and has been an important factor in the development of the Colony during the last half century. When the Company's first launch crossed the Harbour in 1898 the population of Kowloon was something under 45,000 and I venture to suggest that but for the enterprise of your Directors in past years the main land population of the Colony could not have reached the present figure of about 1,000,000."

"We must all share the Chairman's gratification that Government have at last addressed themselves to the matter of the renewal of the Company's franchise. That the negotiations have only now commenced when they should have been concluded, is a matter for which Government and not the Company must assume responsibility."

"At every one of these meetings since 1934 your Chairman has had to tell you that he could obtain no definition of Government's attitude."

"In 1940 Government encouraged the hope that as a result of the visit to the Colony of Sir David Owen charged with the specific duty of investigating the question of the pier leases, Government would state their policy but they did not do so, and again in 1948 the Government pronounced that it must await Sir Patrick Abernethy's recommendations on town planning yet the publication of his report did not produce any statement from Government."

"Uncertainty about the intentions of a Government is a disturbing factor in any business. If our Directors had adopted the conventional policy of caution in view of it, transportation across the Harbour would have been in a sorry state today. Fortunately, they have continued their progressive policy, and we have a right to expect Government to treat the matter as urgent now. Encouraged by the reference which the Financial Secretary made in his Budget Speech, we must all hope not only as members of the public but also as members of the Company but also as members of the public that negotiations may be brought to a speedy conclusion."

"It is worthy of note that while all the figures in the accounts have shown a progressive increase year by year, one item alone remains constant; it is directors' fees which are still shown as \$5,000. That figure has remained unchanged since 1932 when it was realistic but it is no longer so. Our thanks to the Directors are nonetheless sincere because we do not remunerate them adequately according to present standards."

## Capital increased

The motion was then put to the meeting and carried unanimously. The net profit of the Company for 1949 was \$1,991,658.95 and the meeting approved the payment of a dividend of \$9 on each of 89,000 shares, tax free.

The meeting also approved a transfer of \$750,000 to reconstruction reserve, \$195,730.85 to taxation reserve, and \$38,870.77 to war damages account, and carry forward of \$416,961.63 to 1950.

Mr. D. F. Landale and Mr. J. D. Alexander, the retiring Directors, were re-elected to the Board. Messrs. Peat, Marwick, Mitchell and Company were re-appointed auditors.

An extraordinary general meeting was held immediately afterwards, at which the following resolution was passed:

"That the authorised capital of the Company (which is now \$1,000,000, consisting of 100,000 shares of the nominal value of \$10 each, of which 80,000 shares have been issued) be increased to \$2,000,000 by the creation of 1,000,000 additional shares of the nominal value of \$10 each, and that such shares be issued at such time or times and upon such terms as the Company's Board of Directors in their absolute discretion shall think fit."

Explaining the resolution, Mr. Landale said that existing capital of \$1,000,000 may not be sufficient to cover the potential development of the Company's undertakings, and the increase in the authorised capital will cover any expansion necessary.

Supporting Mr. Landale in the chair were Messrs. J. D. Alexander, H. Kadoorie and T. B. Wilson (Directors), Mr. C. E. Berry (Manager) and Mr. G. S. Thompson (Secretary).

Shareholders present were Messrs. L. Kadoorie, J. M. Gordon, C. D. Slade, B. M. Chinn, C. Grant, and Dr. T. A. Mok.



Mr. A.E. Lissaman, FRICS, M.I. Mun, E. Assistant Director of Public Works, Hong Kong, leaves the Colony today for Home leave prior to retirement. He and Mrs. Lissaman will board the RMS Canton this afternoon. Mr. Lissaman has served the Hong Kong Government for 20 years. His biggest achievement here is his invention of the Taramac asphalted road surfacing process — more economical than any other form of road surfacing. Mr. Lissaman is one of the Colony's leading golfers.

## Reminders

### Today

Kowloon Gramophone Society classical concert at Diocesan Boys' School, 8.15 p.m.  
Nine Dragons Services Club, Table Tennis Tournament, 4 p.m.; Tombola, 8 p.m.

Ying Wah Girls School, 50th anniversary celebration, 10.15 a.m.

History of English Handwriting, exhibition at British Council Library, Gloucester Bldg., 1st floor, 9 a.m. to 7 p.m.

Humphreys Estate and Finance Co., Ltd., annual general meeting, HK Hotel, 12 noon.

China Emporium Limited, annual general meeting, 3 p.m.

Cheero Services Club, Tombola, 8 p.m.

Kowloon Cricket Club dance, 9 p.m.

### Coming Events

#### TOMORROW

Tue H classical concert, 50, Macdonnell Road, 8.30 p.m.

HK Art Club, sketching party to Stanley, members to meet at Queen's Pier, 10.30 a.m.

Nine Dragons Services Club, Tombola, 8 p.m.

European YMCA Armchair group, talk on "Secret of Christianity", 8.30 p.m.

## March Criminal Sessions

One murder case is included in the March Criminal Sessions, which start on Monday, when pleas will be taken in the following cases:

Luk Hau, Pang Shing-luk, Lau Bun, Lo Chi—breach of deportation; Wan Cheung, Kwok Ngau—possession of arms and ammunition.

Cheung Hing—possession of arms and ammunition. Yuen Ku-chung—possession of arms and ammunition.

Lau Fat—possession of arms and ammunition. Tsui Hing, Chan Sal-man, Chan Kwong, Hung Kwai, Tang Lati-mun—possession of arms and ammunition (three counts); attempted robbery with aggravation.

Chan Hung—possession of a letter demanding money with menaces. Wong Sang, Yung Wong—possession of forged banknotes (two counts).

Kwong Chau, Tang Ki—robbery with aggravation. Wu Chan Cheong, Chan Kit-leung, Wee Wai-lun—robbery with aggravation; possession of arms and ammunition.

Tam Kuen, Tam Choi-wo, Tam Chi-ping—possession of forged banknotes (three counts); possession of imprints of forgery. Lau Fat, Lau Kin—robbery with aggravation (two counts).

Wong Kong, Wong Sang—possession of arms and ammunition; robbery with aggravation. Cheung Kuei-ung, Tam Ngai-misprison of felony.

Lau Kun-sheung—possession of arms and ammunition. King-Kwong-sing, Fung Yat, Chan So, Lam Fung, Fu Chi-kin—robbery with aggravation; receiving stolen property.

The Chu Kung, Kwong-sing, Kwong Yat, Chan So, Lam Fung, Leung Young, Leung Pul, Fu Chi-kin—robbery with aggravation; possession of arms and ammunition; receiving stolen property (three counts).

Wong Kwan, Wong Sang—robbery with aggravation (alternative counts); robbery with aggravation. Lau Yuen, Bin Sau-hing, Chung Yik-hing, Lee Sau-hing, Yam Hing-sui, Lee Sau-hing, Lam Sang-lap, Yan Hon-ching—robbery with aggravation (robbery from last session).

## Police continue search for victims of harbour tragedy

Police are still looking for the bodies of Mr. David Fitzroy-Williams, of Gilman and Company Limited, and Mrs. Penelope Osborne, passenger of the ss. Steel Navigator, victims of the harbour tragedy on Thursday night.

Chong Ki, the coxswain of the motor boat Australia, which collided with the Hong Kong-Yau-mat Ferry launch Man To in mid-stream, is still in Queen Mary Hospital. One of four survivors of the mishap, his condition had improved last night.

Mr. Fitzroy-Williams, 27-year-old assistant to the Shipping Manager of Gilman and Company, was on board the "walla walla" with Mrs. Osborne, 23-year-old widow, Radio Operator Doyle of the Steel Navigator, and three Chinese crew when the accident occurred.

Mr. Fitzroy-Williams and Mrs. Osborne went down with the wrecked launch.

The collision occurred at about 10.30 p.m. on Thursday in the vicinity of buoy No. A 2. According to reports, Mr. Fitzroy-Williams had been working on board the Steel Navigator preparing her clearance from port to Singapore that night.

Mrs. Osborne and Radio Operator Doyle were given a lift to shore when the Gilman shipping man left the ship after completing his work.

The Australia, one of the Union Motorboat "walla walla" fleet, plying between ships and shore, left the ship and turned round the bow, heading for Kowloon. The Man To was bound for the Mong-kok Pier from the Hong Kong Pier.

## Sitting in stern

Both the victims were sitting in the stern where the canvas canopy curved in as a result of the crash. It was believed that Mrs. Osborne and Mr. Fitzroy-Williams were pinned down and trapped when the launch sank.

The radio operator and the Chinese personnel of the craft were picked up by nearby junks engaged in unloading cargo from the steamer.

A police patrol launch arrived on the scene and made several attempts to recover the bodies with the help of the ship's searchlight.

The search has so far been fruitless. Statements from witnesses were taken by the police on board the ship, which was then permitted to clear port at dawn yesterday, for Singapore.

## Children sail

The two children of Mrs. Osborne, whose American husband died a year ago in a traffic accident, left with the Steel Navigator. The four-year-old boy and his one-year-old baby brother will be met by Mrs. Osborne's mother at Singapore. It is understood that Mrs. Osborne, who arrived by the Steel Navigator from San Francisco for Singapore, was a Greek subject.

Mr. Fitzroy-Williams, hailing from London, was a First Lieutenant of destroyers during the war and held the DSC. He arrived in the Colony with the British Fleet in 1945 and was de-mobbed in 1946, when he joined Gilman's. A Marine Court of Inquiry into the circumstances leading to the tragic accident will be held shortly, it was learned.

## European heavily fined for traffic offences

The hearing of the summonses against Peter Brant, a Revenue Inspector residing at 14B Sunning House, for breaches of the Traffic Regulations concluded before Mr. Thomas Tam at Central yesterday when he was found guilty on all counts and fined a total of \$1,400.

Brant was summoned on seven counts—driving private car No. 2765 in Connaught Road, Central near the Wang Kee Company on December 19, without an appropriate licence; driving car No. 7750 in Connaught Road, Central near Queen's Pier on December 27 without an appropriate licence; driving car No. HK2156 in Stubbs Road near House No. 292, The Peak, without an appropriate licence on January 15; driving without due care and caution on January 15; falling to report to the Police after an accident and failing to stop after being involved in an accident on January 15.

Defendant was represented by Mr. J. C. Stewart who pleaded guilty to the summonses of driving without a licence and not guilty to the other three.

At a previous hearing on Friday, March 10, Choi Sam, driver of the taxi involved in the accident with defendant on January 15 in Stubbs Road, had given evidence of how he had seen the car which defendant was driving zig-zagging along the road and finally colliding with his taxi.

The private car had continued without stopping, he alleged. His taxi had suffered scratches to the paintwork. Defendant said that he had been in the Military Forces for 14 years and for seven years he had been a holder of military driving licence. The licence had expired in December 1948.

On January 15, he was driving with Petty Officers A. F. Dawkins, T. Sheldon and L. Richardson of HMS Tamar to the Naval Hospital to visit a friend.

While in Stubbs Road near House No. 292, The Peak, he saw an oncoming taxi on the wrong side of the road. As they passed each other he felt a slight bump and after proceeding about 50 to 70 yards further on he stopped and together with his companions walked back to the scene of the accident. They did not see the taxi or the driver.

## In a hurry

Brant added that he had wanted to report the accident but as they were in a hurry to visit their sick friend before the closing time for visitors at 4 p.m. he had not done so.

Both Dawkins and Sheldon gave corroborative evidence. Cross-examined by Inspector Todd, Sheldon admitted that he had told the Inspector at the Police Station that the car had not stopped but proceeded to the hospital. He added that he had meant that the car had gone on a short distance before stopping.

## Shataukok police detain armed Chinese

The New Territories border police have detained a Chinese, armed with a rifle, in connection with a hold-up in British territory at Shataukok on Thursday night.

The victim, also a Chinese, has alleged that he was robbed in British territory while on his way to his home in Chinese territory shortly after 8 p.m.

It was officially learned that responding to the blowing of a police whistle, police from the Shataukok Police Station, sent to investigate found the two men struggling near a path off the border road.

The spot was well inside British territory. One of the men was armed with a rifle.

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GABARDINE Casuals, afternoon Gowns, washable cottons, just arrived. Renown dresses, 304 Victory House, just past "S. C. M. Post" Bldg., Wyndham Street, Tel. 18643.

LADIES, we have at your service all specialized operations for Helene Curtiss cool waves, machineless oil perms, haldyes & manicure—ROSE MARIE Beauty Parleur—Phone 50384—43, Han-kow Rd., Kowloon.

PEKING ART RUG CO., 221A Nathan Rd., Kowloon, sell exclusively carpets and rugs. Please drop in and have a look.

SHANGHAI BLOUSES, Special Sale from March 14th, 2 Weeks Only. Call early for a better choice. Hongkong & Shanghai Lane Co. (Kwong Kee), 8, Wyndham Street.

## CLASSIFIED ADVERTISEMENTS

MAY BE BOOKED AT THE SWINDON BOOK STORE, 25 NATHAN ROAD, TEL. 5932.

WHY LIMP about with a painful corn or ingrowing toenail when a visit to Beten's expert chiropodist can put you right? Consult Beten's Beauty Salon, 1st Floor, Exchange Building.

CARPETS, Rugs, Upholstery cleaned in your own home by modern, convenient DURACLEAN SERVICE. DURACLEAN COMPANY, DEERFIELD, ILL. U.S.A. Agent: George Lin & Co., 202 Bank of East Asia Building, Tel. 24408.

CARPETS & RUGS—Genuine Peking and Tibetan, lovely designs and colorings, various sizes and prices. Inspect at The China Rug Co., Kowloon Building, 4th Floor (Opposite Hong Kong Hotel) Queen's Road, Central.

## DANCING LESSONS

BALLROOM DANCING—"Made Easy" Advanced Variations taught. "Specialities" Rumba, Samba, Tango, Jitterbug (Jive), Enchilera (1-3 P.M.)—Tony Hudson, 512 China Building.

## FOR SALE

SHORTWAVE enthusiasts resolve worldwide stations to their hearts' content with the amazing "Pilot" model 8564B1 Bandspredding important wavebands, 6 valves including "R.F." stage. Handsome walnut cabinet, gold metal grille, large coloured dial. Demonstration without obligation! Colonial Agencies, Szechol Bldg., 14 Queen's Road, Phone 20310.

HONG KONG FILM AND THEATRE NEWS at \$1.00 per copy. Obtainable at Leading Book Stores, Newspaper Sellers, Cinemas and "China Mail" Office.

CHINA MAIL PICTORIAL (Revised edition) at \$3.00 per copy. Obtainable at all Leading Book Stores and "China Mail" Office.

**YOU CAN OBTAIN COPIES OR ENLARGEMENTS OF ANY CHINA MAIL PHOTOGRAPH AT OUR OFFICE WINDSOR HOUSE**

## NOTICE

1. Tenders are invited for the purchase of the following RASC supplies which are offered for sale:—

**AT NO. 1 BASE SUPPLY DEPOT RASC, SHAM SHUI PO**

(a) Unsweetened Condensed Milk—9,550 lbs. in 1 lb. tins. This milk is fit for cooking and confectionery use.

(b) Flour Sweepings—18,940 lbs.

(c) Rice Sweepings—6,300 lbs.

**AT 432 PETROL PLATOON RASC SVOC INSTALLATION, LAI CHI KOK**

(d) Used Motor Oil in steel barrels—1,500 gals.

2. Tender Forms may be obtained from ST Directorate, HQ Land Forces, 'C' Block (2nd floor), Kennedy Road, HONG KONG, between 9 a.m. and 11 a.m. daily.

3. The goods will be open to inspection between the hours of 11 a.m. and 4 p.m. daily on production of a tender form.

4. Tenders will be received for part or whole of the above up to 11 a.m. on Monday, March 27, 1950, and must be deposited at ST Directorate, 'C' Block (2nd floor), Kennedy Road, HONG KONG, in sealed covers marked "TENDER FOR PURCHASE OF RASC SUPPLIES".

5. Earnest money amounting to HK\$100 will be paid to the Commanding Officer, Victoria Barracks, HONG KONG and his receipt will be attached to the Tender. No tender will be considered unless accompanied by this receipt. This money will be refunded after the successful tender has been accepted.

6. The Secretary of State for War does not bind himself to accept the highest of any tender.

(Sgd.) A. R. PURCHES, Lieutenant-Colonel, Assistant Director of Supplies & Transport, Hong Kong.

## THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that the FIFTY-EIGHTH ORDINARY YEARLY MEETING of SHAREHOLDERS in this Company will be held at the Offices of Messrs. Jardine, Matheson & Co., Ltd., on MONDAY, 20th March, 1950, at NOON to receive the Report of the Directors together with the Statement of Accounts for the year ended 31st December, 1949, to confirm the appointment of two Directors, to elect Directors, and to appoint Auditors.

The REGISTER OF SHARES of the Company will be closed from MONDAY, 6th March, 1950, to MONDAY, 20th March, 1950, both days inclusive during which period no transfer of shares can be registered.

By Order of the Board of Directors,  
**B. C. FIELD,**  
 Secretary  
 Hong Kong February 24, 1950.

## LAMMERT BROS.

Auctioneers, Surveyors & Appraisers, Pedder Building, Telephone No. 20224.

## THE HONG KONG STOCK EXCHANGE, LIMITED

## NOTICE OF REMOVAL

As from Monday, 20th March, 1950, the Hong Kong Stock Exchange, Limited, will be situated at Edinburgh House, 3th floor, Ice House Street entrance.

All Telephone Numbers remain unaltered.

## HARRIMAN REALTY CO., LTD.

King's Building (2nd floor) 9 Connaught Rd., Hong Kong.  
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 Kowloon, Apartments 3-4 Bedrooms from \$1,000 and terms to suit, or sell free \$20,000. Completion April.  
 Telegram: "Harriman"  
 Tel: 51235

## POLICE NOTICE

Police arrangements for Garden Party 1950 held at Government House on Saturday, March 18, 1950, at 4.30 p.m.

1. Car Parks.  
 Flag cars and Label cars—inside ground of Government House.

2. Other cars:—  
 A. Upper Albert Rd. West of Government House.

B. Vacant ground at Garden Rd. opposite Helena May Institute.

C. Kennedy Road, West of Peak Tram.

D. Murray Parade ground.  
 Note. There will be communication between Government House and Murray Parade Ground.

COMMISSIONER OF POLICE.

March 17, 1950.

## POLICE NOTICE

It is hereby notified for general information that at about 13.00 hours on Wednesday, March 15, 1950, a young girl was fatally injured by a motor bus in Queen's Road, Central, near to Li Yuen Street, East.

The accident is believed to have been witnessed by the Driver of a Taxi or public car proceeding along Queen's Rd. in the direction of Kennedy Town.

Will any person who witnessed the accident or can give any information concerning the accident, please communicate with the Traffic Office, Hong Kong, Telephone No. 39346 or to the nearest Police Station.

COMMISSIONER OF POLICE.

March 16, 1950.

## NOTICE

**CHINA ENTERTAINMENT AND LAND INVESTMENT CO., LTD.**

NOTICE IS HEREBY GIVEN that the Sixteenth Ordinary General Meeting of Shareholders will be held at the Registered Offices of the Company, King's Theatre Building, 5th floor, on Friday, the 31st day of March 1950 at 12 o'clock noon, to receive the Directors' Report and Accounts for the year ended 31st December 1949, to elect Directors and Auditors and to transact such other business as may be properly transacted at an Ordinary General Meeting of the Company.

AND NOTICE IS FURTHER HEREBY GIVEN that the Register and transfer books of the Company will be closed from the 22nd to the 31st day of March 1950 both days inclusive.

**GEORGE Y. K. SUN,**  
 Secretary.  
 Hong Kong, March 13, 1950.

## NOTICE

**CHINA EMPORIUM, LIMITED.**

NOTICE IS HEREBY GIVEN that the seventeenth ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Registered Office of the Company, 62A-68, Queen's Road, Central, on SATURDAY, the 18th March, 1950 at 3.00 p.m. for the purpose of receiving the Report of Directors together with the Statements of Accounts for the year ended 31st December, 1949, to elect Directors and to appoint Auditors.

THE REGISTER OF SHARES of the Company will be closed from SATURDAY, 11th March, 1950 to SATURDAY, 18th March, 1950, both days inclusive, during which period no transfer of shares can be registered.

By Order of the Board.  
**CHUNG KWAN TING,**  
 General Manager.  
 Hong Kong, March 4, 1950.

## SAMAGAGA RUBBER COMPANY, LIMITED.

(Incorporated under the Companies Ordinance, Hongkong)  
**REPORT OF THE DIRECTORS AND STATEMENT OF ACCOUNTS FOR THE YEAR ENDED 30th SEPTEMBER, 1949.**

NOTICE IS HEREBY GIVEN that the Thirty-fifth Ordinary General Meeting of Shareholders in the abovenamed Company will be held at 601/608 Marina House, Hongkong, on Tuesday, the 4th April, 1950 at 12.15 p.m. for the following purposes:

1. To receive and consider the Directors' Report and Statement of Accounts for the year ended 30th Sept. 1949.
2. To elect a Director.
3. To elect Auditors.
4. To transact any other ordinary business of the Company.

The Transfer Books of the Company will be closed from the 20th March to the 4th April, 1950 both days inclusive.

By Order of the Board of Directors

**J. A. WATTIE & CO., LTD.,**  
 Secretaries.

Hong Kong, March 16, 1950.

## ALMA ESTATES LIMITED.

(Incorporated under the Companies Ordinance, Hongkong)  
**REPORT OF THE DIRECTORS AND STATEMENT OF ACCOUNTS FOR THE YEAR ENDED 30th SEPTEMBER, 1949.**

NOTICE IS HEREBY GIVEN that the Thirty-sixth Ordinary General Meeting of Shareholders in the abovenamed Company will be held at 601/608 Marina House, Hongkong, on Tuesday, the 4th April, 1950 at 12.30 p.m. for the following purposes:

1. To receive and consider the Directors' Report and Statement of Accounts for the year ended 30th Sept. 1949.
2. To elect a Director.
3. To elect Auditors.
4. To transact any other ordinary business of the Company.

The Transfer Books of the Company will be closed from the 26th March to the 4th April, 1950 both days inclusive.

By Order of the Board of Directors,  
**J. A. WATTIE & CO., LTD.,**  
 Secretaries

Hong Kong, March 16, 1950

## NOTICE

**HUMPHREYS ESTATE & FINANCE CO., LTD.**

NOTICE is hereby given that the Ordinary Yearly Meeting of Shareholders will be held at the Hongkong Hotel, Hongkong, on Saturday 18th March, 1950 at 12 Noon for the purpose of receiving the Report of the Directors with a Statement of Accounts for the Year ended 31st December 1949 and for the election of Directors and the appointment of Auditors.

NOTICE is further hereby given that the Register and Transfer Books of the Company will be CLOSED from the 4th March 1950 to the 18th March 1950 both days inclusive during which period no Transfer of Shares can be registered.

**JOHN D. HUMPHREYS & SON LTD.,**  
 General Managers

Hongkong, February 14, 1950.

## NOTICE

**H.K.S.P.C.A.**

**HONG KONG SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS**

A General Meeting of the Society will be held on the 24th March, in the Jacobean Room of the Hong Kong Hotel at 8.30 p.m.

Members of the Society and the interested Public are requested to attend.

## CARNIVAL

By Dick Turner



"Well, if you don't want a shine, how about me carving your initials in a tree for 15 cents?"

## BARCLAY ON BRIDGE

By Shepard Barclay

"The Authority on Authorities"

## CARE IN LITTLE THINGS

WHAT DOES it profit a player to do splendid work in the difficult phases of his project, only to waste all that skill through a bit of carelessness? Such a question practically answers itself, and the answer points to one of the principal differences between the very fine performer and those who lack his stature. In almost all fields of endeavour, you will find that the top-ranker is able to exercise care in simple little things the same as in a complex problem.

S 42  
 H J 85  
 D A 9875  
 C Q 32

S A J 1083  
 H 10 2  
 D K Q 2  
 C 7 5

S K 9  
 H 7 8 3  
 D 10 6 3  
 C A K 6 4

S Q 7 6 5  
 H A K Q 4  
 D J 4  
 C J 10 9

(Dealer: East, North-South vulnerable. East-West part-score of 60).

East South West North  
 Pass Pass 1 3 Pass  
 2 C Pass 2 S

Against that game contract, North opened the heart J. South let it win, took the 8 with the Q and led the K, which West ruffed with the spade 3. The spade K, 1 and A were scored, leaving the Q out. West decided to make two leads toward his diamond honours, rather than try to set up a thirteenth in clubs. So he led to the club K and brought forth the diamond 3 from dummy, putting on the K, which the A won. North returned the club Q, which the A won.

Tomorrow's Problem  
 S 10 5 3  
 H A K 10 8 6  
 D 10 8 4  
 C 7 4

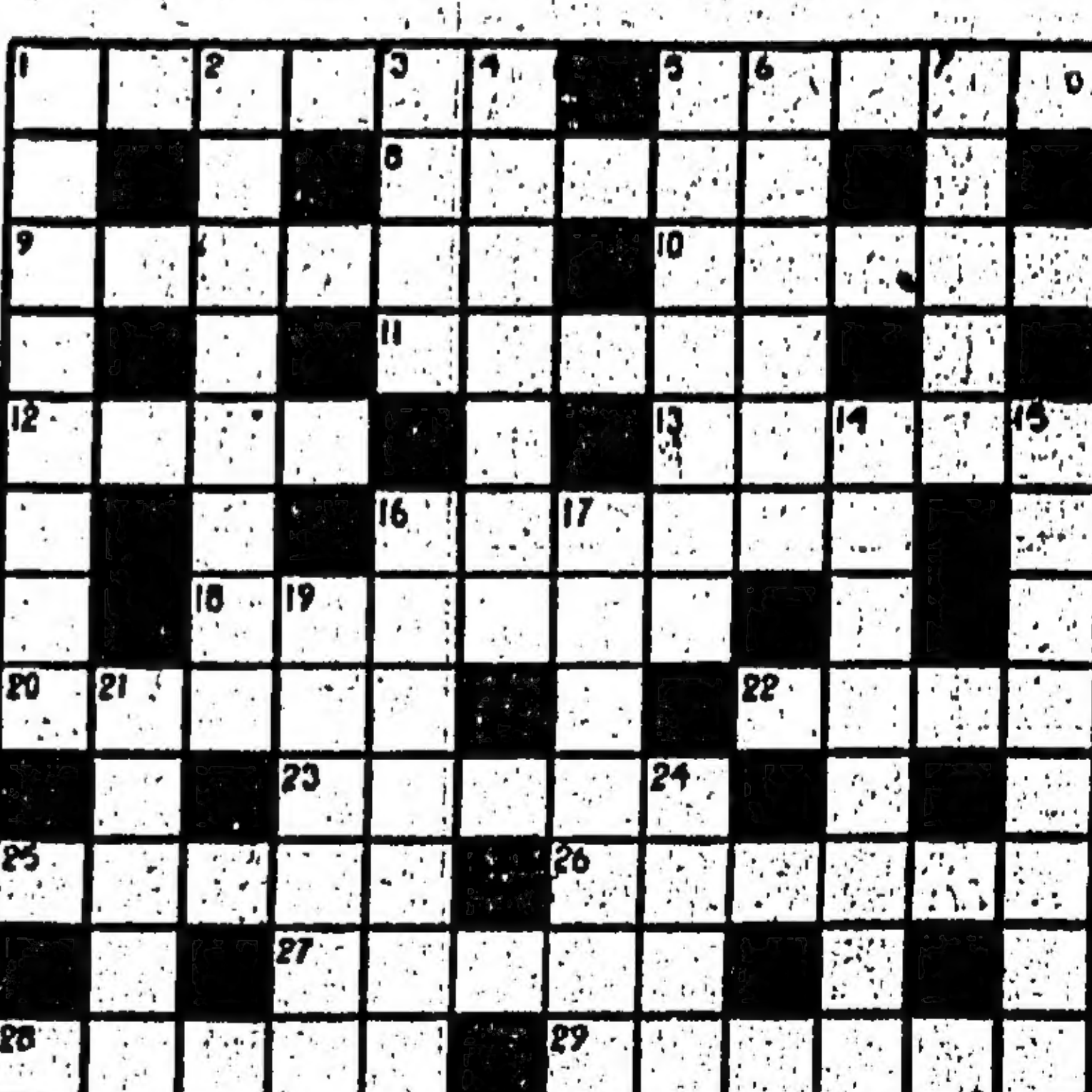
S J 6  
 H 7 2  
 D A Q 9 7  
 C K 10 5 2

S K Q 9 8  
 H Q J  
 D 5 2  
 C A Q J 8 6

(Dealer: West. Both sides vulnerable).

How would you try to make an extra trick in 2-Hearts by North on this tournament deal after East leads the heart 3?

## A BRITISH CROSSWORD PUZZLE



## Across

- 1 Impregnable.
- 5 Abundant.
- 8 Habituate.
- 9 Run a short distance.
- 10 Conspicuous success.
- 11 Distributed.
- 12 Perched.
- 13 Holist.
- 18 Degrees.
- 20 Testing like sugar.
- 22 Stronghold.
- 23 Sound.
- 25 Scalded.
- 26 Grave.
- 27 Lower.
- 28 Shout of applause.
- 29 Prepara ore.

## Down

- 1 Prolong.
- 2 Vehicle.
- 3 Peel.
- 4 Pal in record.
- 5 Lattice-work.
- 6 Reveal.
- 7 Canning.
- 14 Predict.
- 15 Stops for a time.
- 16 Bullfighter.
- 17 Contrives.
- 19 Venerate.
- 21 Rage.
- 24 Destiny.

Mass, 20, Amended, 30 Type, 31  
 Poss, 32 Decoy, 33 Mode,  
 DOWN: 1 Blank, 2 Emerges, 4  
 Drove, 5 Ewer, 6 Bill, 9 Dual, 11  
 Orate, 13 Ogle, 14 Lays, 16 Pride,  
 17 Plum, 18 Dabs, 20 Avenged, 22  
 Roll, 25 Grasp, 26 Deal, 29 Rally  
 Lane, 24 Vapid, 26 Felon, 27  
 Agog, 28 Stem.

Yesterday's Crossword  
 ACROSS: 3 Edge, 7 Plume,  
 11 Vein, 9 Dome, 10 Onerous, 12  
 Roll, 15 Grasp, 18 Deal, 19 Rally  
 Lane, 24 Vapid, 26 Felon, 27  
 Agog, 28 Stem.

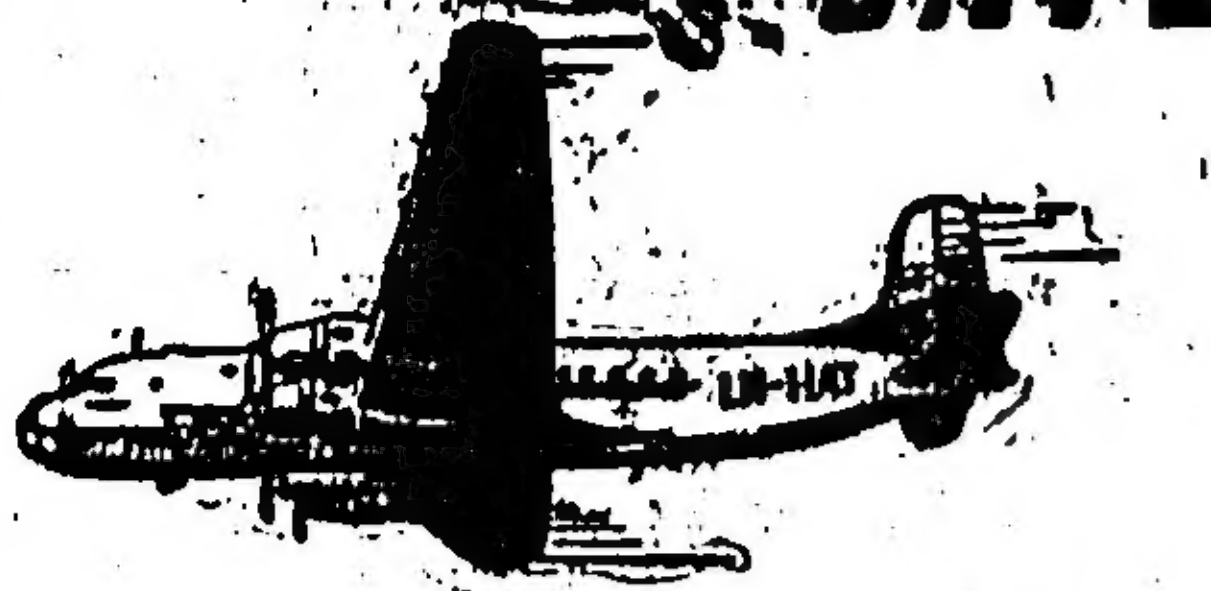






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### PEKING TAKES THE PLUNGE

There are, unfortunately, a great many reports in the papers these days which one would prefer to pass over—they are much too bad for the digestion. Some of them can quite safely be ignored, but the Peking announcement on State trading is not one of them. Apprehensions have existed for months. The reality nevertheless comes as a severe shock. Controls have been the order, and sometimes the bane, of economic enterprise for a great many years now. Merchants in North China had to operate under them even before the Sino-Japanese War, but trade was still possible by sheer ingenuity and refusal to be beaten. During the Pacific War, all foreign trade in occupied Asia came to an end, and trade within the area was throttled by incredible mismanagement and total exploitation by the Japanese Services. They took what they wanted, gave nothing but useless paper in return, and showed a staggering indifference to the needs of everybody else.

Twelve huge State Trading Corporations are being set up in China on a national basis to unify and control the operations of regional and local State and private trade organisations. Wholesale trade will be supervised by the national bodies or by branch organisations, and retail trade by the municipal or city governments. On the face of things Peking has taken a tremendous leap into full socialisation of trade, bypassed the intermediate forms into which the Bolsheviks in Russia were forced, by economic chaos, under Lenin's so-called New Economic Policy. It has begun this vast and immensely difficult experiment from the point at which Soviet economy now stands.

Under the Common Programme, which is the agreed basis of policy for the People's Government, it was laid down in Article 37 that all legitimate public and private trading should be protected, though it did stipulate that "control" of foreign trade should be enforced. Domestic free trade was to be adopted, though under a "unified economic plan of the State." It was also provided that the Government should encourage the active operating of all private economic enterprises, beneficial to the national welfare and people's livelihood. It is true that Socialist ideas run through the whole document, and that some clauses appear markedly inconsistent with others. But in a general sense both this document, and the speeches delivered at the People's Consultative Council in Peking, implied a long period of transition both in policy and in economy, on the Fabian principle of "the inevitability of gradualness." Priorities seem to have changed under immediate stress and possibly under the stronger control of the pro-Russian elements. The agrarian reform plan originally had first priority, but owing to the severity of the famine and a variety of other difficulties, there has been a sort of strategic withdrawal on that front for the present. A directive on land reform, issued a month ago, authorised a delay in the re-distribution of land in all newly-liberated areas. The provincial Governments of a dozen provinces in Central and South China

## WINSTON CHURCHILL'S WAR MEMOIRS: THE THIRD BOOK



# THE GRAND ALLIANCE

## The end of the Bismarck

By Winston Churchill

failed. Despite any prowling U-boats, searchlights and signal lamps were used to help the pilots in their approach. It is pleasant to record that their splendid efforts were rewarded. All succeeded in landing safely in the darkness amidst general rejoicing and relief.

Once more everything seemed to be set for a morning climax, and once more the Admiralty hopes were dashed. Soon after 3 a.m. on the 25th the Suffolk suddenly and unexpectedly lost contact with the Bismarck. She had been shadowing by radar with skill from a position on the enemy's port quarter. All ships were now zigzagging as they moved south into waters infested by U-boats, and it was this which brought about the misfortune.

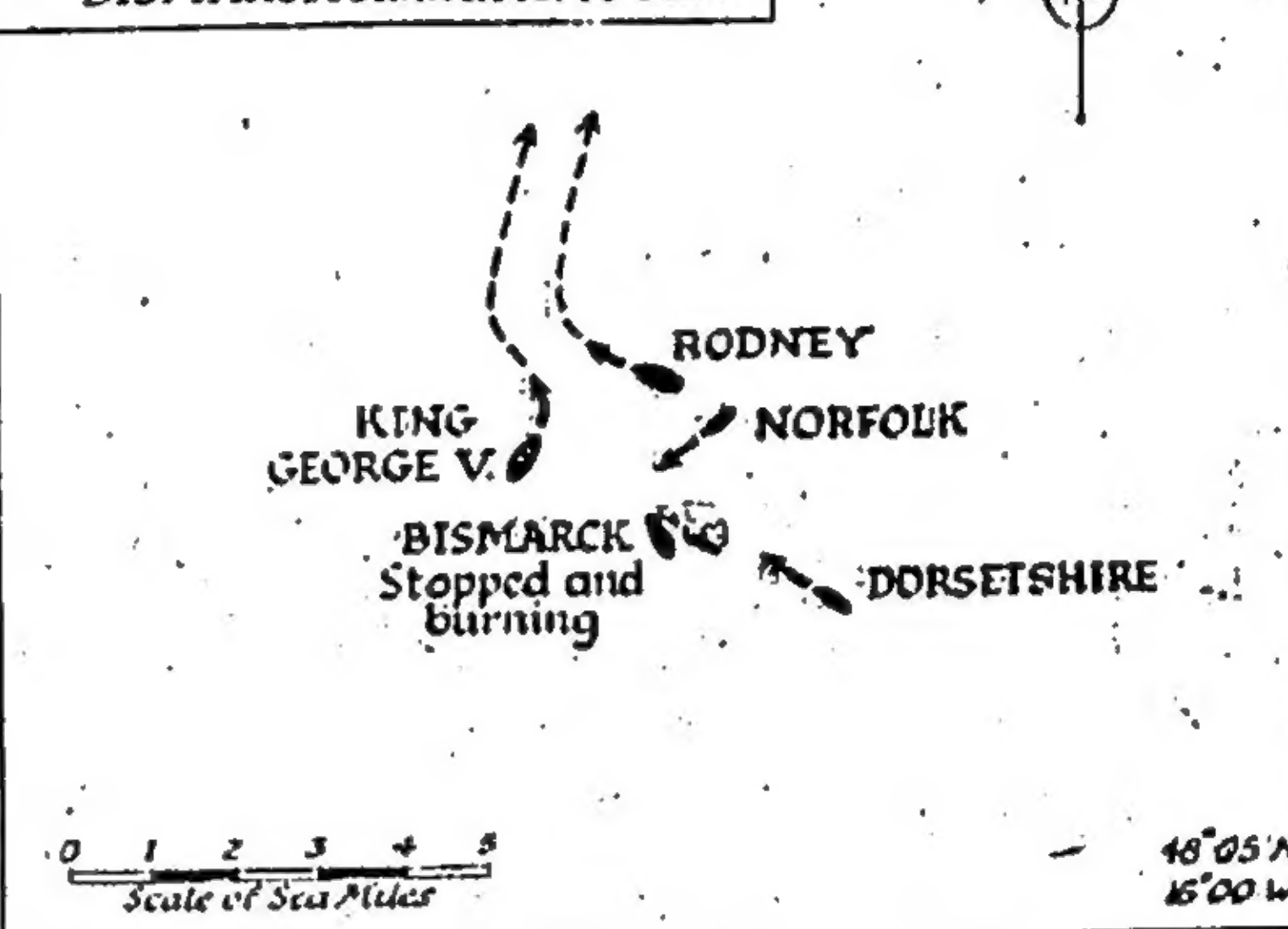
At the end of each outward leg of her zigzag course the Suffolk lost radar contact, but regained it on the inward leg. Perhaps she was overconfident after such prolonged and successful shadowing. But now when she turned once more to the Westward the enemy was no longer on the presumed course. Had he turned West or doubled back to the North and

Further confusion was in store in this clutching and grabbing scene. Admiral Somerville, hastening Northwards, sent on the Sheffield to close and shadow the enemy. The Ark Royal was not informed of this movement, and when she launched her air striking force their radar led them to the Sheffield, which they attacked but did not hit. The Sheffield, understanding the mistake, dodged successfully and did not fire. The aeroplanes, nevertheless, returned to the Ark Royal, and the Sheffield gained contact with the Bismarck and henceforth held her for sure.

### No mistake

Fifteen Swordfish again left the Ark Royal, a little after 7 p.m. The enemy was now less than 40 miles away, and this time there was no mistake. Directed on their prey by the forgiving Sheffield, they pressed

Situation at 10.15 a.m., May 27.  
KING GEORGE V. ceases fire  
Cruisers closing in  
BISMARCK sank at 10.40 a.m.



East? This caused the utmost anxiety and rendered all concentration futile.

### Steering for Brest

After making a cast to the Westward at daylight the King George V turned Eastwards in the belief that the Bismarck was making towards the North Sea, and the whole British pursuit now treaded in this direction. At the Admiralty there was a growing opinion that the Bismarck was steering for Brest, but it was not until six o'clock that this hardened. The Admiralty forthwith deflected all our forces towards the more Southerly route.

But meanwhile the confusion and delay arising from the loss of contact had crippled the Bismarck to slip through the cordon and gain a commanding lead in her race for safety. By 11 p.m. she was already well to the Eastward of the British flagship. She was short of oil through the leakage. The Rodney, with her 16in guns, still lay between her and home, but she too was moving to the North-Eastward and crossed ahead of the Bismarck during the afternoon.

The day which had begun so full of promise ended in disappointment and frustration. Happily, from the South, brooding the heavy Atlantic seas the Renown, the Ark Royal and the cruiser Sheffield were steadily approaching on an interception course.

By the morning of May 26 the problem of fuel for all our widely scattered ships, which had now been steaming hard for four days, began to clamour for attention. Already several of the cruisers had had to reduce speed. It was clear that in these wide expanses all our efforts might soon be vain. However, at 10.30 a.m., just as hopes were beginning to fade, the Bismarck was found again. The Admiralty and Coastal Command were searching with Catalina aircraft working from Lough Erne in Ireland. One of these now located the fugitive steaming towards Brest and still about 700 miles from home.

The Bismarck damaged the aircraft and contact was lost. But within an hour two Swordfish from the Ark Royal spotted her once more. She was still well to the Westward of the Renown and not yet within the German air cover, radiating powerfully from Brest. The Renown however could not face her single-handed. It was necessary to await the arrival of the King George V and Rodney, both still far behind the chase.

But now Captain Vian, of Allmark fame, still in the Conqueror, with four other destroyers which had been escorting the troop convoy and had been ordered to leave it, received a signal from a Catalina aircraft which gave him the Bismarck's position. Without waiting for further orders he at once turned towards the enemy.

home their attack with determination. By 9.30 their work was done. Two torpedoes had certainly hit, and probably a third. A shadowing aircraft reported that the Bismarck had been seen to make two complete circles, and it seemed she was out of control. Captain Vian's destroyers were now approaching, and throughout the night they surrounded the stricken ship, attacking with torpedoes whenever the chance came.

On this Monday night I went to the Admiralty and watched the scene on the charts in the War Room, where the news streamed in every few minutes. "What are you doing here?" I said to the Controller, Admiral Fraser. "I am waiting to see what I have got to report," he said. Four hours passed quickly away, and when I left I could see that Admiral Pound and his select company of experts were sure the Bismarck was doomed. The German commander, Admiral Lutjens, had no illusions. Shortly before midnight he reported: "Ship unmanoeuvrable. We shall fight to the last shell. Long live the Fuehrer!" The Bismarck was still 400 miles from Brest, and no longer even able to steer. The Strong German bomber forces were now sent forward to the rescue, and U-boats hastened to the scene, one of which, having already expended her torpedoes, reported that the Ark Royal had passed her within easy striking distance.

Meanwhile the King George V and the Rodney were drawing near. Fuel was a grave anxiety, and Admiral Tovey had decided that unless the Bismarck's speed could be greatly reduced he would have to abandon the chase at midnight. At my suggestion the First Sea Lord told him to go on even if he had to be towed home. But by now it was known that the Bismarck was actually steaming in the wrong direction. Her main armament was unharmed, and Admiral Tovey decided to bring her to battle in the morning.

### Rodney opens fire

A North Westerly gale was blowing when daylight came on the 27th. The Rodney opened fire at 9.47 a.m., followed a minute later by the King George V. The British ships quickly began to hit, and after a pause the Bismarck too opened fire. For a short time her shooting was good, although the crew, after four gruelling days, were utterly exhausted and falling asleep at their posts. With their attack she straddled the Rodney, but thereafter the weight of the British attack was overwhelming, and within half an hour most of her guns were silent. A few were blazing ineffectually, and she lay heavily list to starboard. The Rodney now turned across her bow, pouring in a heavy fire from a range of no more than 4,000 yards. By 10.15 all the Bismarck's guns were silent and her

mainmast was shot away. The ship lay wallowing in the heavy seas, flames and smoking ruin, yet even then she did not sink—it was the cruiser Dorsetshire that delivered the final blow with torpedoes, and at 10.40 the great ship turned over and foundered. With her perished nearly 2,000 Germans and their Fleet Commander, Admiral Lutjens.

We must now lay bare the error and vanity of cold-blooded calculation of the Soviet Government and enormous Communist machine, and their amazing ignorance about where they stood themselves. They had shown a total indifference to the fate of the Western Powers, although this meant the destruction of that "Second Front" for which they were soon to clamour. They seemed to have no inkling that Hitler had for more than six months resolved to destroy them.

If their Intelligence Service informed them of the vast German deployment towards the East, which was now increasing every day, they omitted many heedful steps to meet it. Thus they had allowed the whole of the Balkans to be overrun by Germany.

They hated and despised the democracies of the West, but the four countries, Turkey, Rumania, Bulgaria and Yugoslavia, which were of vital interest to them and their own safety, could all have been combined by the Soviet Government in January with native British aid to form a Balkan front against Hitler. They let them all break into confusion, and all but Turkey were mopped up by one or other.

War is mainly a catalogue of blunders, but it may be doubted whether any mistake in history has equalled that of which Stalin and the Communist chiefs were guilty when they cast all possibilities in the Balkans and, supinely awaked, or were incapable of realising the fearful onslaught which impended upon Russia. We have hitherto rated them as selfish calculators. In this period they were proved simpletons as well.

The force, the mass, the bravery and endurance of Mother Russia had still to be thrown into the scale. But so far as strategy, policy, foresight, competence are arbiters, Stalin and his commissars showed themselves at this moment the most completely outwitted bunglers of the Second World War.

Up till the end of March, 1941, I was not convinced that Hitler was resolved upon mortal war with Russia, nor how near it was. Our intelligence reports revealed in much detail the extensive German troops movements towards and into the Balkan States which had marked the first three months of 1941. Our agents could move with a great deal of freedom in these quasi-neutral countries, and were able to keep us accurately posted about the heavy German forces gathering by rail and road to the South-East.

But none of these necessarily involved the invasion of Russia, and all were readily explainable by German interests and policy in Rumania and Bulgaria, by her designs on Greece and arrangements with Yugoslavia and Hungary. Our information about the immense movement taking place through Germany towards the main Russian front, stretching from Rumania to the Baltic, was far more difficult to acquire. That Germany should at this stage, and before clearing the Balkan scene, open another



Scotch whisky, says the government, may now be exported from the Colony. Good sir, says Myrtle's grandfather, exporting the stuff And me with my one bottle a month.

One of our leading public speakers told me the other evening: "I never listen to a speech of mine without learning something."

Reports about the flying disc keep coming in. It is difficult to disc-over whether we should disc-redit or disc-ard these disc-onceting news items. Disc-ord may be raised in disc-oncating disc-ussion of these seemingly disc-connected happenings. We really must avoid disc-onfort. Personally I think it's all very disc-usting.

"Man arrested in act of uttering." Freedom of speech becomes more restricted every day.

God's own territory. A book of more than 1,000 pages has been published, all about so-called British mechanical inventions. I do hope the Americans will immediately prosecute the inventor of this imaginative novel.

Myrtle says: "I'm the kind of girl I'll hate when I'm married."

The Marine Department has banned the Press from information regarding the arrival and departure of ships trading with Communist ports. The theory apparently is that Nationalist gunboats depended solely for details of shipping movements on the Hong Kong newspapers.

I am told that Betty Grable's photo is very popular with troops in the New Territories. They don't pin her picture up, however. Oh, no. It is held to the wall by their heavy breathing.

The Reform Club secretary was quoted yesterday as saying: "The Club will speak with an unnumbered proportion to the numbers present."

This will be a change, from what I know of the numbers.

Now it's a bear that's got loose from a zoo. This is becoming morose. Looks to me like world-wide animated animal animosity.

"I might get killed any day," declared the bore, recounting his exploits. "I'll try not to be impatient," murmured the girl.

major war with Russia seemed to me too good to be true! The manner in which the German troop concentration in Rumania and Bulgaria had been glozed over and apparently accepted by the Soviet Government, the evidence we had of large and invaluable supplies being sent to Germany from Russia, the obvious community of interest between the two countries in ever-running and dividing the British Empire in the East, all made it seem more likely that Hitler and Stalin would make bargains at our expense rather than a war upon each other. This bargain we now know was within wide limits Stalin's aim.

(To be continued)

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# COMMONS DEBATES DEFENCE

## Churchill on German help in case of war with Russians

### WARNING OF RED POWER

London, March 16.

Winston Churchill told the House of Commons today that Europe cannot be defended against Soviet attack without the active aid of Western Germany.

After calling for a secret session of Parliament on the question of Britain's defences, the veteran wartime leader said: "Speaking personally, this Western Europe long front cannot be successfully defended without the active aid of Western Germany."

"The mighty mass of Russian armies and their satellites lie like a cloud upon the German people, and the Allies cannot give them any direct protection."

Mr. Churchill deplored the dismantling of potential war plants in Germany and belated trials of aged German Generals as a threefold evil.

They hindered reconciliation between France and Britain and Germany, played into the hands of the Communists and helped in the revival of Nazism, he said.

Mr. Churchill was speaking during the debate on the defence budget for 1950-51 following the presentation of the £750,000,000 Estimates by the Defence Minister, Emanuel Shinwell.

Mr. Shinwell, opening the debate, said that progress had certainly been made with the Commonwealth countries towards the close working partnership on defence matters which the Government regarded as their goal.

They would continue to study matters of mutual concern as they affected the different members of the Commonwealth.

**Atomic bomb**  
"We shall also continue to meet, to the maximum possible extent, requests for assistance in building up the fighting services of the other Commonwealth countries. There is, in addition, a constant flow of officers and other ranks of the three Services on loan, on exchange or on courses," he said.

Mr. Shinwell said that the Commonwealth countries were being invited to a meeting of the Commonwealth Advisory Committee on defence science in Britain during the summer for discussion on a wide range of subjects.

On the atomic bomb, and its more deadly development, the hydrogen bomb, Mr. Shinwell said: "We know that Soviet Russia made progress more rapidly than at one time seemed likely."

The Americans continued to develop the knowledge required to improve on earlier bombs. Britain was following her own programme.

**Atlantic defence**  
Mr. Shinwell asserted that Britain will continue to seek peace and security through the international machinery of the United Nations.

"We seek no conflict with any other nation or nations," he told the House.

Obviously referring to failure of Russia to join in a plan for control of atomic energy, Mr. Shinwell said: "Unfortunately we must face the unpleasant fact that progress in this field has not kept pace with our desires and that failing general agreement on collective security, there is no alternative but to pursue our object by other means."

Mr. Shinwell said substantial progress is being made in military planning for defence of North Atlantic Pact nations.

He announced the appointment of Marshal of the Air Force Lord Tedder as chairman of the British Joint Services Mission in Washington and British representative on the North Atlantic Pact Military Committee. Lord Tedder recently retired as Chief of the Royal Air Force.

"We are unable to offer any assurance to the Germans that they may not be overrun by the Soviet or a satellite invasion," Mr. Churchill said, adding that Germany was at present dismantling and unable to give any military forces to assist in the defence of her vast front.

"The mighty mass of the Russian armies and their satellites lie like a fearful cloud upon the German people and the Allies cannot give them any direct protection," Mr. Churchill declared.

He continued: "We have no guarantee to give except to engage in a war after seeking what is best for European civilization. It would no doubt and ultimately in the defeat of the Soviets, but it might begin by Communist enslavement of Western Germany and not only of Western Germany."

"If the Germans are to have no guaranteed defence nor be allowed to make a general contribution to the framework of defence, they must console themselves as they are doing with the thought that they have no military expenses to bear."

"I say without hesitation that the effective defence of European frontiers cannot be achieved if the German contribution is excluded."

**Must have policy**  
"The decision does not rest with this country alone but we must have a policy and the House ought to know what is our policy."

"It is painful to witness the present indecision and also the petty annoyances by which reconciliation of France and Great Britain with Germany is hindered by belated dismantling of a few remaining factories and still more belated trials of aged German Generals."

"All this plays into the hands of the Communist fifth column in Western Germany and assists the reviving of Nazism or neo-Nazism, which is only another variant of the same evil."

Mr. Churchill said that he did not quarrel with the Navy Estimates but, rather, was sorry to see no increases in Fleet Reserve strength during 1950-51.

"There is no surface fleet potentially hostile to us in the world today, therefore, the aircraft carrier with appropriate naval protection must increasingly replace the battleships of former times."

"What we have to face in the next few years is the Germanised Soviet U-boat," he added.

An entirely new type of U-boat had been developed which could manoeuvre below the surface at upwards of 20 knots and could make passages of thousands of miles without appearing on the surface, he said.

**Russian strength**  
"The main emphasis of our naval effort at the present time should be to create the largest number of light Fleet aircraft carriers and auxiliary carriers which are capable of carrying the necessary modern type of aircraft."

Turning to the Air Force generally, Mr. Churchill said: "In the forefront stands the enormous numerical strength of the Soviet Air Force. If we are to have sufficient strength to deter war, or enable us to win through if it comes, we require far larger numbers of the highest class aircraft than we now possess."

"Every sacrifice should be made in other branches of defence to make sure that it is not neglected. Fortunately, and providentially, there is the American Air Force, far stronger than ours and of equal quality."

"In the quantity it is best defeated by quality. That is how we got through in 1940."

"Our defensive forces in fighter aircraft should be raised and our radar protection should be raised

by our utmost exertions to the highest possible level."

**No delusions**  
Mr. Churchill continued: "Do not nurse foolish delusions that we have any other overall effective shield at the present time from mortal danger than the atom-bomb in the possession of the God of the United States of America."

"But for that there would be no hope that Europe could preserve its freedom or that our island could escape an ordeal incomparably more severe than that we have endured."

"Let us, therefore, labour for peace, only by insuring our defence in strength, but also by making sure that no door is closed to any hope of reaching a settlement in this tragic period when two worlds face one another in increasing strain and anxiety."

Mr. Churchill asked Mr. Shinwell to say why Britain has sold jet planes to Argentina and Egypt instead of putting them into service with the Royal Air Force.

Mr. Shinwell said Britain could not afford to buy the nation's entire jet plane output for defence purposes so it let some be exported in order to keep the factories working at full production. Many exported planes, he added, go to Allies of Britain and help make them stronger.

Commented Mr. Churchill: "I cannot understand why a British Government should have allowed anything to diminish the supply of jet fighting aircraft upon which our deterrent against war, and our survival should it come, might be likely to depend."

Some have been sold to the Argentine or written off against what are called Sterling balances to Egypt.

(These Sterling balances are money owed to Egypt for services, and supplies to Britain during World War II.)

**"Passes reason"**  
"It is already public knowledge that 100 jet aircraft fighters have been sold to the Argentine for little more than £2,000,000. There is a sense of disproportion about an act like this which passes the frontier of reason."

"To gain perhaps a little more than £2,000,000 of foreign exchange, which the Liverpool Cotton Exchange could have earned in a year, 100 of these vital instruments have been sent away."

"Supposing we had a regiment of lancets 500 strong which may have cost £100,000."

"What would have been thought of an administration which cut off the steel spear points of 100 of these lancets and sold them to the local ironmonger at half a crown apiece to reduce expenses?"

"That is exactly what this particular transaction has amounted to."

**Attlee's reply**  
The Prime Minister, Mr. Clement Attlee, winding up the debate for the Government, called Mr. Churchill's proposal for the rearmament of the Germans as Mr. Attlee termed it—extremely irresponsible and injudicious.

German rearmament, Mr. Attlee said, was a matter of high policy for inter-Allied consideration.

The Conservatives offered no vote of misconfidence against the Government on defence policy, but Emrys Hughes (Lab), representing Labour's own Left Wing, offered what amounted to one by expressing regret that the Government had put an intolerable burden on taxpayers in its defence estimates.

The Left-Wingers did not press their motion and the debate ended without a vote when the House, formally took note of the defence appropriations, a preliminary stage to a eventual passage. Associated Press, Reuters and United Press.

## British loan to Hong Kong for airport

London, March 16.  
The British Government has made token provision for a £2,000,000 loan to the Hong Kong Government to meet expenditure on the construction of an airport. The Civil Estimates for 1950-51, published today, disclose:  
The loan will be free of interest and the terms of repayment will be settled later. It is not required immediately, but taken up provisionally, in order that Parliament's approval of arrangements may be obtained.  
The estimates include £10,000 of a grant of £250,000 in respect of the University of Hong Kong.—Reuters.

## BRITISH COLONIAL GRANTS

London, March 16.  
Britain will spend £5,846,500 more on developing her Colonies in the next 12 months, but the grant to Malaya, in aid of local revenues is cut by £2,000,000, bringing it down to £3,000,000.

This was announced today with the publication of Government estimates for the Foreign and Imperial Services in the financial year ending March 31, 1951.

The extra money for Colonial development is the biggest item in an overall increase in the services of £13,767,045.

The total estimate is £80,018,948. Of this, £19,150,000 will be spent on opening up the resources of the Colonies and improving the welfare of their people.

The next largest increase is £5,443,338 for the general working of the Colonial and Middle East services for which the total bill is £19,455,770.

The main item under heading is £5,650,000 for war damage compensation schemes in the Far Eastern territories.

On the domestic side, Britain will step up her civil defence costs by £3,100,000 next year. The total bill for England and Wales will be £6,164,270.

The cost of training civil defence workers will be down by £272,300, but grants to local authorities will be up £1,580,400.—Reuters.

## TB CAMPAIGN IN SE ASIA

Geneva, March 16.  
Dr. Edmund McSweeney, of Dublin, has been appointed Adviser to the World Health Organisation's tuberculosis campaign in South East Asia and will leave Geneva today for New Delhi.

The Organisation also reported that its campaign against tuberculosis in South East Asia is well under way. Three training centres have been established in India and other such centres are to follow shortly in Burma, Ceylon and Thailand.

Before joining the WHO, Dr. McSweeney was Senior Medical Inspector in the Eirean Government's Department of Health, where he supervised the national tuberculosis services. Previously, he held medical posts in England, Iraq and Palestine as a member of the Royal Air Force.—Reuters.

## Leopold leaves it up to Parliament

Geneva, March 16.  
Exiled King Leopold stated today that the Belgian Parliament must decide whether he should return to the throne on the basis of Sunday's referendum which gave him 57.6 of the votes. If Parliament—in which the majority decides against his return, he is ready to retire, the 49-year-old King stated.

The declaration said: "It is the function of Parliament to take political responsibilities. As the organ of national sovereignty, it is its duty—in virtue of the powers given it by the law of July 19, 1945—to find, without further delay, the solution to the present crisis."

He said that whatever decision Parliament may take he would bow before that decision.

He added that if the Assembly considers that this prerogative should not be returned to him he will retire in order to preserve the country from serious political disorders.

"If, on the other hand," he said, "the Parliamentary Assembly, enlightened by the consultation, returns my prerogatives to me, the principle of the referendum is based on which everyone respects it and that the Chambers will resume their work within the rigorously respected framework of the constitutional law."

**Prince's part**  
King Leopold's announcement followed three days of urgent consultations with Belgian political leaders, including the Catholic Prime Minister, M. Gaston Eykens, at his lake-side villa at Prigny, near Geneva.

Belgium's General Federation of Labour, said today that its plans to stage a series of nationwide general strikes will go into effect only if the King returns to the country without the consent of Parliament.

Before Leopold can return to the throne a joint session of both Houses of Parliament must be held and vote to repeal the 1945 legislation, passed in 1945, which established the Regency.

Both Houses separately must first approve the holding of the joint session.—Reuters.

**SQUATTERS IN MALAYA**  
London, March 16.  
The Colonial Secretary, Mr. James Griffiths, said, Parliament today that the settlement of the 400,000 Chinese squatters in Malaya is a formidable task which will inevitably take time.

In a written reply to a question asking what progress had been made in the matter, Mr. Griffiths said: "The principle has been accepted by the State and Settlement Governments that wherever possible squatters should be settled, and given title to the land, in the areas where they already live, but that where settlement of this kind is not possible, they should be moved to other areas."

Funds have been made available by the Federation Government for roads, draining, police and other essential services in the existing settlements and the new areas of resettlement. Mr. Griffiths said.

Voluntary Organisations such as the Malayan Chinese Association have helped to provide transport and building materials for the squatters.—Reuters.

## COMET SETS A DOUBLE RECORD

London, March 16.  
Britain's De Havilland Comet, the world's first all-jet airliner, made a double record flight to land from Rome between breakfast and tea-time today.

With the Royal Air Force's famous wartime night-fighter pilot, Group Captain John Cunningham, at the controls, the Comet touched down at Hatfield Airport, London, this afternoon, 12 hrs. and 6 mins. after leaving Rome.

Earlier today, the Comet set up a new record for the London to Rome flight in 2 hrs. 2 mins. flying at 40,000 feet at an average speed of 480 miles an hour.

The flight was described by a De Havilland official as a normal routine test flight to check fuel consumption and performance.

The previous London-Rome record was held by Squadron Leader Neville Duke, who made the trip in 2 hrs. 30 mins. 58-2/5 sec. in a Hawker Fury aircraft in May, 1949.—Reuters.

**MIR LAIK ALI IN PAKISTAN**  
Karachi, March 16.  
Mir Laik Ali, former Premier of Hyderabad, has reached Pakistan. It was officially announced tonight.

A cryptic nine-word Press note issued by the Foreign Affairs Ministry said: "Mir Laik Ali and his family have reached Pakistan."—Reuters.

**MALAYA-UK PHONE**  
London, March 16.  
Radio telephone service between the United Kingdom and Malaya may be reopened by the middle of 1950.

The Earl of Luan, Assistant Government Whip in the House of Lords, said today that installation of relay equipment at Nairobi and at the terminal at Singapore is almost complete. Associated Press.

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**MOTERING NEWS AND VIEWS**



The Jowett Javelin

**Renault now produced in England**  
Renault, Ltd. are able to announce as an accomplished fact that production had been commenced at Western Avenue, Park Royal, London, W.3, of the 760 c.c. rear-engined model.  
A variety of difficulties has previously stood in the way of assembly and finishing being organised at the English factory in the same way as applied to Renault cars before the war on a basis of Anglo-French co-operation.  
There is now a definite flow of output from the Western Avenue factory, from main components from the French factory at Billancourt, Paris, built up on line assembly methods by British labour in the Park Royal works.  
The cars are fitted with some British accessories and trimmed and finished in Britain.  
In announcing this development, Mr. Noel Martin, managing director of Renault, Ltd., referred recently to the fact that the French factory was producing about 400 examples a day of the 760. At last it has been possible to overcome the difficulties of providing the car in c.k.d. form for assembly away from the parent factory.  
The result is that panels and components can now be built up in Britain and the 760-Renault with its British content as assembled and finished at the Western Avenue works constitutes another contribution to the British export drive.  
The British production will be mainly earmarked for export to British possessions and Dominions, and the home market position is at present uncertain.  
Already the 760 has gained a great reputation in France and amongst those in Britain who have tried it.  
The specification may be briefly recapitulated: 4 cyl., o.h.v., 55 x 80 mm bore and stroke, aluminium cylinder head, 7.5 h.p. R.A.C. rating, 10 b.h.p. at 4,000 r.p.m. Four-wheel independent suspension, by coil springs. Integral construction of body and chassis, 3 speeds, Lockheed hydraulic brakes, Wheelbase, 8ft 11in, track 3ft 11in, overall width, 4ft 8 1/4in, overall length, 11ft 10in, turning circle, 27ft.

**New Jowett Javelin, outstanding British car, arrives in HK**  
The first British car of strikingly different post-war design has arrived in the Colony. Manufactured by Jowett Cars, Ltd., in Idle Bradford, Yorkshire, this remarkable and lively car is known as the Jowett "Javelin".  
From all the really important points of view the Javelin is a sound engineering job—a car for the connoisseur of motoring.  
Completely new in design, it combines the modern looks and aerodynamic form of the latest American cars with the sober elegance of the expensive British models. An important feature in favour of the Javelin is that on the winding, hilly roads of the Colony, it has the cornering, steering, and road-holding characteristic of the better sports cars.  
Yet the passengers—there is room for six of them—will find that the all-round torsion-bar springing (independent at the front) gives a really comfortable ride in all conditions.  
There is plenty of leg space in the Javelin for it is an outstandingly roomy car and the use of a low-level hypoid drive to the rear axle enabled the designer to do away with the usually awkward foot-wells.  
**Advanced design**  
The engine represents an advanced design for motor-car use. It is a horizontal, opposed-piston unit with four cylinders and overhead valves. Rated 13 H.P., 1,488 c.c., it provides the Javelin with the acceleration of a big American car and a top speed of more than 75 m.p.h.  
At the same time, this compact car is styled to combine the roominess of a family car with the comfort of a high-priced limousine. It is especially notable for its fuel economy, giving 22-23 m.p.g. under average conditions.  
Because of these qualities the Javelin has won a fine reputation in the hands of discriminating motorists all over the world and has enjoyed not only outstanding competition successes (winner, 1 1/2 litre class Monte Carlo Rally, 1949; winner 2-litre touring car class, Belgian Grand Prix-1,570 miles at 65.5 m.p.h.) but a fine reputation for comfort, economy, reliability and hard work in addition to its performance qualities.  
Selling price is \$10,500 for the de Luxe model, and \$9,500 for the Standard model.

## Expansion of Vauxhall under way

Mr. A. P. Sloan, chairman of General Motors Corporation, announced recently that his company had authorised its British associate, Vauxhall Motors, Ltd., to embark on a substantial plan of rehabilitation with some expansion in capacity.  
This would involve a substantial investment, not dollars but sterling.  
A Vauxhall Motors' spokesman has stated that the General Motors' announcement refers to their 10-year expansion plan which is already well under way.

The existing factory layout was originally planned for a production rate of about 30,000 vehicles per year. Now, without any great increase in production area, the figure stands at 84,000, of which about 45,000 are passenger cars, and the company believes that an improvement is impossible until the planned extensions are made.

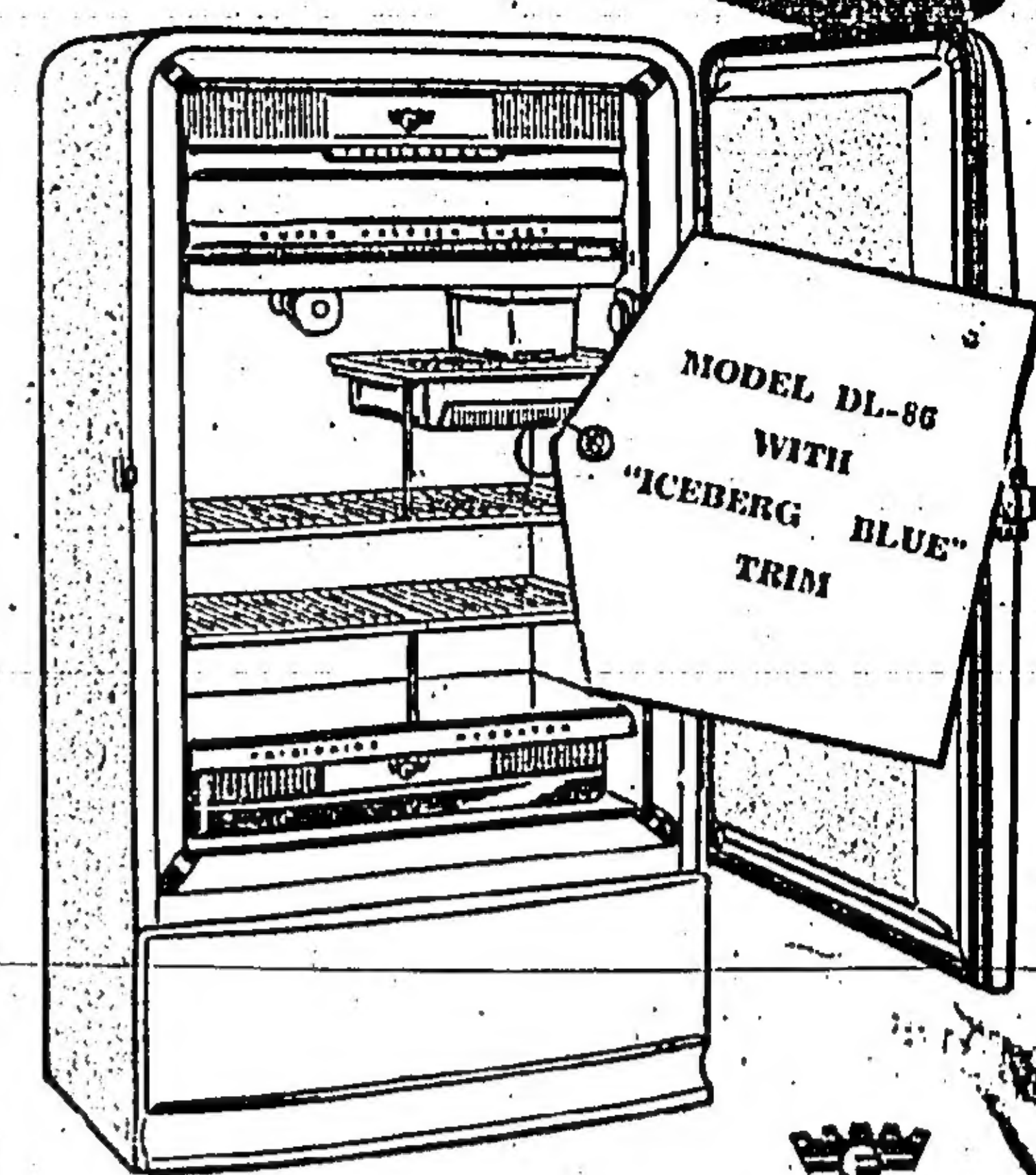
The first stage of the expansion will come into operation during 1950 when the first steps will be taken to move gearbox and engine manufacture into a new building, where the work will continue under a high degree of mechanisation.

Production is expected to rise considerably without any increase in the labour employed.

The majority of the expenditure will be in sterling, only highly specialised machine tools and the steel framework for the buildings being obtained from the U.S.

The expansion plan covers a wide area to the East of the existing factory and there is already much evidence that the work is well advanced.

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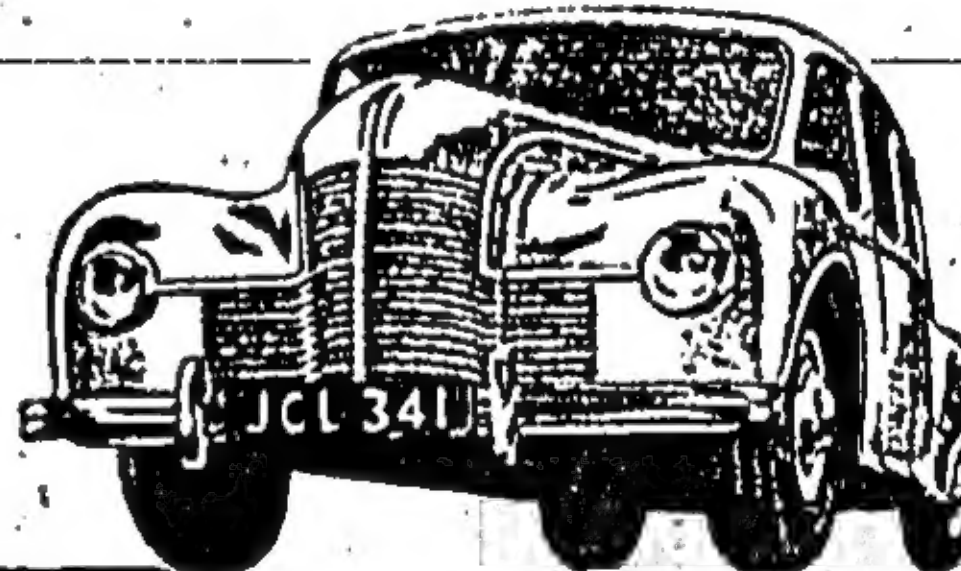
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### The 1 1/2 LITRE JAVELIN

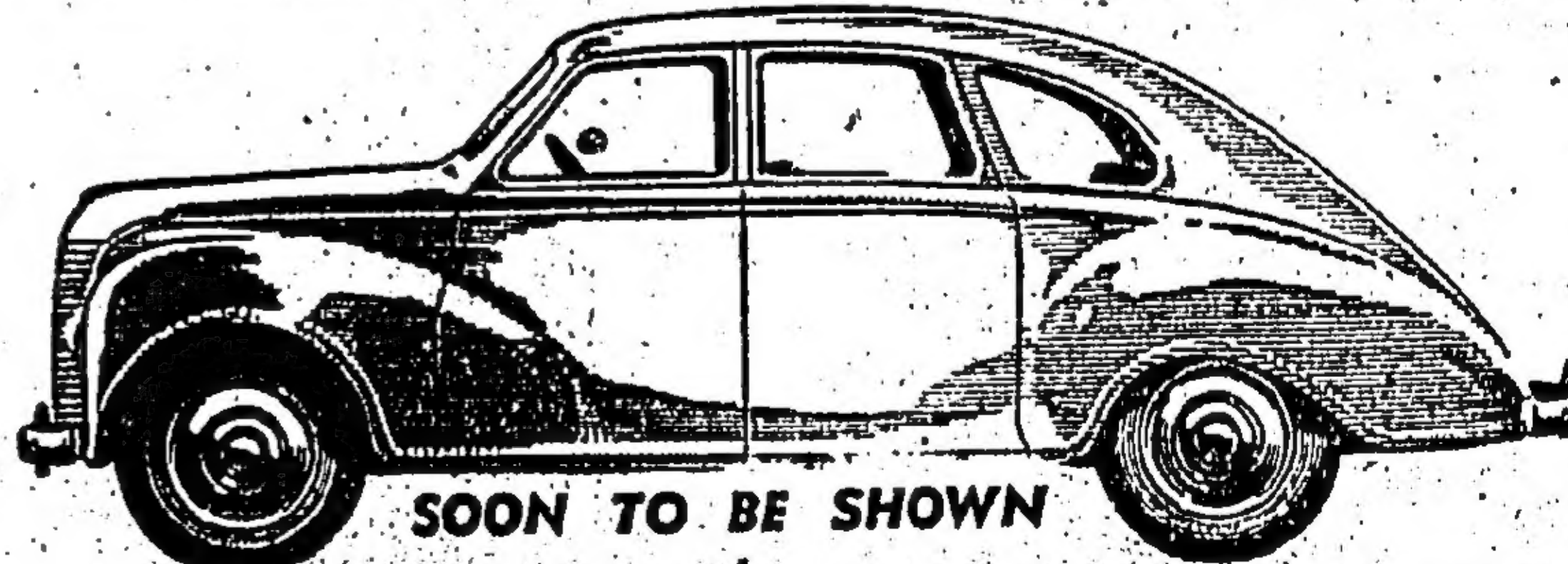
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### The 1 1/2 litre JOWETT JAVELIN

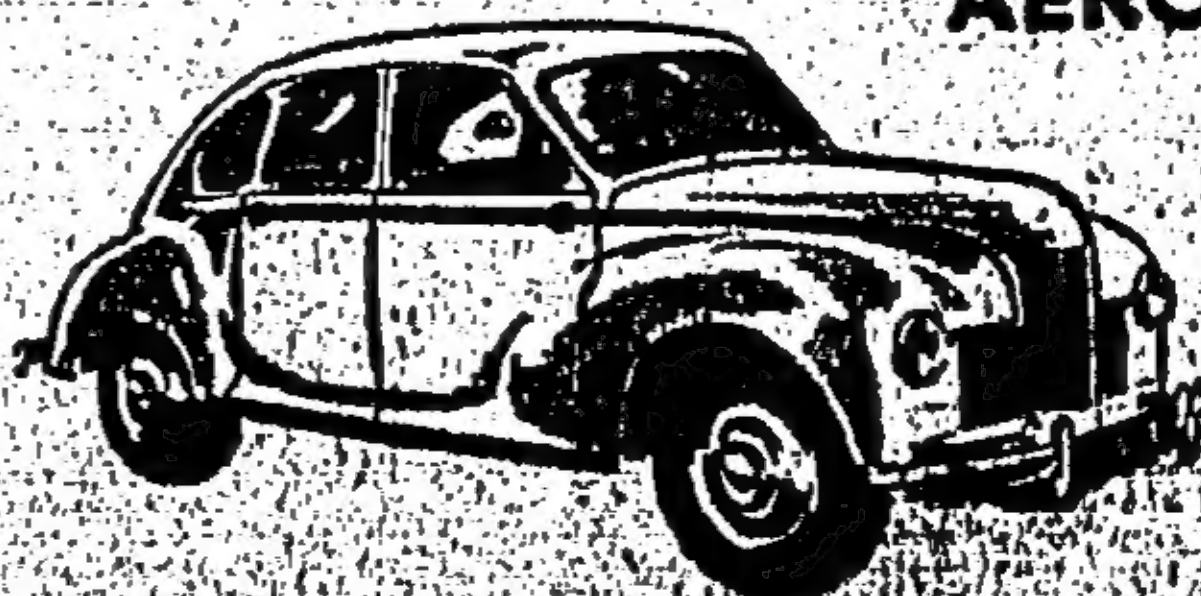
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World experts agree that the new Javelin behaves magnificently wherever it is driven, on rough tracks or macadam roads. The 1 1/2 litre flat-four engine develops over 50 h.p.—the all-round touring car suspension gives complete comfort and there's room for the whole family. The Javelin is British built by Yorkshire craftsmen. Top speed 75 m.p.h.—0-40 m.p.h. in 17.5 sec.—30-32 m.p.g. under average conditions.



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## PETROL SUPPLY CRISIS IN SPAIN

There is an increasingly serious shortage of petrol in Spain and it is estimated that one-quarter of the country's petrol pumps are out of commission.

Many pumps are conserving their supplies by selling petrol only to taxis, essential commercial vehicles and tourists who can pay in hard currency.

Spain's dwindling dollar reserves are believed to be the reason for the shortage. Spain normally spends about 60 per cent of her available dollars on petroleum.

But with the collapse of Spain's credits in Argentina, Spain has been forced to spend her dollars on wheat in the United States and Canada, thus reducing the dollar funds available for petroleum purchases.

Official petrol prices were doubled recently and the black-market price went up to 24 pesetas per litre—about £1.8s. per gallon at the tourist rate of exchange.

The Government has been forced to study the problem of high prices by the recent strike of taxi-drivers in Madrid, protesting against the prices which made it almost impossible for them to show a profit.



# UNDERGROUND WAR STILL A MAJOR WEAPON

London, March 17.

Underground movements, developed to a fine art in the Second World War, will increase in importance as a weapon of future warfare, according to Lieutenant-Colonel F.O. Miksche, wartime Director of Secret Operations in France.

"Whatever form a future war may take, secret warfare is unlikely to be abolished from motives of principle. It will in fact retain and increase its importance. No General Staff can afford to ignore it," he declares in "Secret Forces," his new book on the technique of underground movements.

He adds this warning: "In the total war of the Twentieth Century, all ways and means will be adopted, combining the most modern techniques with the most primitive methods. Every State must take into account the possibilities of underground movements."

"Underground movements have become as much a part of modern warfare as armoured divisions and air forces."

Colonel Miksche's book, dedicated to those whose task is the tracing of Europe from the horrors of Communism, frankly poses the question of hostilities between East and West.

We are already at war with the East today, whether we care to acknowledge this state of things or not," he writes. "It is possible to fight battles not only with conventional armies but also with revolutionary forces. Practically without intermission we have passed from a period of national wars into one of ideological conflicts."

Declaring that each era has its own style of waging war, Colonel Miksche, who was a member of the post-war Czech Army until he resigned to migrate, continues: "In our time of ideological revolutions the proletariat has, in its turn, found its own military expression and will create its own peculiar technique."

## No-mans-land

"Not only has guerrilla warfare survived into the era of aeroplanes, tanks and massed armies but in that era it has reached its highest development."

"In the present world situation, the more bitter the internal social conflicts become, the greater will be the pos-

sibility of the military and political use of resistance movements in future wars."

In a chapter on "Marxism and Modern Warfare," Colonel Miksche says Europe left—as a sort of No-Man's-Land after the last war.

"On the map," he says, the line of demarcation between East and West can be drawn approximately from Lubeck to Trieste. But from a political point of view, each country in itself is divided by an imaginary line, the front line between the partisans of Communist ideology and those of Western democracy."

"Consequently, the European Continent is becoming more and more the theatre of a secret war in which East and West contend for political, strategic and economic power."

The author contemplates the possibility of Communist gaining its ends for world domination with the help, throughout Europe and all Asia, of strikes, social unrest and underground warfare.

## Asia tactics

At present, he declares, the Anglo-Saxons could not hope to defend Europe against a Red Army sweep, while in Asia, instead of armies of tanks, fleets of aircraft and large naval forces, it would be necessary to have good emissaries, well-developed propaganda and a generous distribution of small arms amongst the masses of the Malcontents.

The book, after exposing the devotion of Communism to underground tactics, warns the public to be on the alert for all the possibilities of secret warfare in attack and defence.

It is the expert's textbook for guerrilla activities and underground careers.

The ideal of secret war strategy is to split up the campaign into a series of isolated combats in which the regular army is unable to make use of its material superiority, the author explains.

"Resistance movements are not developed by proper troops but by individuals held together by a loose kind of discipline, recognising no code of strategy and absolutely free in their movements. They avoid, at all costs, a regular battle."

Colonel Miksche stresses that guerrilla combats can fully serve

# DON IDDON'S DIARY

## Hands off Coca Cola

New York, Tuesday, what with the cold war over the cold drink Coca-Cola and the hot argument about the British ban on American comics, high politics had to step down to low farce.

I am not a Coca-Cola drinker or a comics reader, so I cannot get angry with France for her attitude towards "the pause that refreshes" or annoyed with Britain for barring the latest in illustrated literature.

But to Americans Coca-Cola is the Fountain of Life, comics are food for the soul. European diplomats should be aware of these fundamentals.

It would have been perfectly all right for the French to have said unkind things about the American Eagle or for the British to have criticised the United States Constitution, but to try to reject Coca-Cola and to shun the coloured comic supplements is madness.

The insults will not be easily forgotten. America is now deeply distrustful of its Allies.

Preoccupied with these slurs on "cokes" and comics, it has not had much time to study the credentials of the new British War Minister, Mr. John Strachey. It thinks Mr. Attlee could have chosen a more suitable Minister than the man who has sojourned on Ellis Island, faced deportation,

and lectured on the glories of Communism. But there is no great storm over Strachey. I think it Strachey reveals himself as a life-long imbibor of Coca-Cola and an inveterate reader of Dick Tracy, Lil' Abner, Smiling Jack, and the Gumps, his past shortcomings will be forgiven.

To have travelled with Communism is one thing, but to spurn America's national drink and ban America's art and literature is beyond the pale. I hope there will be no further blunders.

## For happy accord

I beseech the French to eat the hamburger and devour the comic strip, and I ask my own countrymen, in the interests of international relations, to chew bubble-gum and consume corn-on-the-cob. Only in this way is happy accord achievable.

Altogether it has been a bewildering week for the Americans. The Red trouble is at war with the dollar; the pound sterling is apparently neutral.

The U.S. Treasury would like to see the pound enter the lists. The bankers want to boost sterling and make it strong.

Britain is being pressed for her export plan and urged to offer incentives to British business.

The sooner an Anglo-American conference is held the better, and this time Washington hopes that our delegation will be bi-partisan and that Churchill will accompany Cripps, and Eden walk side-by-side with Bevin.

## On the agenda

The world's dollar famine is No. 1 on the American agenda, and lately the experts here have been blaming themselves as well as the Europeans.

Americans are asking themselves: "Do we really want foreign goods? Are we prepared to buy British? If we are, then why do we reject British bids? Why don't we tear down our tariffs, remove our road blocks, and flash the green light?"

If Sir Stafford Cripps were on his toes he would sense this mood and declare he was open for business. Instead, he leaves it all to Paul Hoffman.

The dollar deficit is about the only problem we can tackle now. We can forget the atomic talks and the hydrogen discussions. Since the Fuchs conviction there is not a hope of the United States telling us any more secrets.

Our security blunders have been so big that we would be lucky if America trusted us with a formula for face-cream.

Fuchs has put us on the 'outside looking in, and the American blinds are drawn.

## Tired of anxiety

I find many Americans waiting with cars cooked for another word from Mr. Churchill on a new approach to Stalin.

People are sick of the cult of doom of the scientists—tired of living in the age of anxiety. Every time the President bars the door and says he won't leave

Washington—never, never, never—his leadership lessens.

I dined the other night with William Shirer (Berlin Diary), the American publisher and lawyer Berkeley Crum, and the British journalist David Clayton. They had all been touring the country, making speeches and giving lectures. They all said their audiences backed the Churchill proposal.

Perhaps only Winston can lead the way out of the hydrogen wilderness.

Kind words for the British continue, presumably from non-comics readers and from the most unexpected quarters. Several Americans have asked me to reprint the remarks of the widely syndicated columnist Henry McLemore, who is often severely critical.

"England, be it under the welfare State of Mr. Attlee or the never-soured nails of the lion claw of Mr. Churchill, is made up of Englishmen. That's quite enough for me. If they fall, the world will have lost something the world has few chances ever to recapture. Let me, say right out loud that when England goes this country can't be far behind."

"America is blessed at the moment. England was blessed not too many years ago. Let us see that tomorrow is blessed, and the only two countries of the world who can see to that are England and America."

## Our blessings

Well, thank you, Mr. McLemore. The blessings here are becoming more immediately apparent now that the miners are going to dig coal.

We are not to be compelled, after all, to keep our room temperatures at a mere 70 degrees. Everyone can now roast himself to his heart's content.

What we want now is a solution to the water shortage. Recently a New Yorker wrote to a friend in the Middle West: "All New York needs is more water and a little better class of people."

The friend replied: "Why, man, that's all Hell needs."

There is a campaign at the moment against taxes on furs, jewels, cosmetics, railway tickets, theatre and cinema admission prices, and the absurd tolls on bridges and tunnels. Shoppers are not buying lavishly, and this has brought on mild depression.

But Washington says there is nothing to worry about and points to the stock market, which is producing the best figures for three years.

While our politicians flounder, our actors and actresses win American applause. There is no more popular British theatrical figure than Noel Coward.

## Magic of a name

His latest film, "The Astonished Heart," is not Noel at his brilliant best, but the magic of the Coward name and personality is drawing audiences to the Park Avenue Theatre. Even when Coward is slightly off form he is usually superior to other stars at their best.

British critics were much more severe about "The Astonished Heart" than were the Americans. Noel Coward is still the most dazzling name in international show business. He is the most versatile artist in the world—writer, actor, producer, musician, and (ahem) painter.

On the top of all this he is an ardent ambassador for British goods. Coward and Beaton are ardent advocates of British greatness. No amount of American money would ever make them change their citizenship. Which is more than I can say for a lot of Hollywood imports.

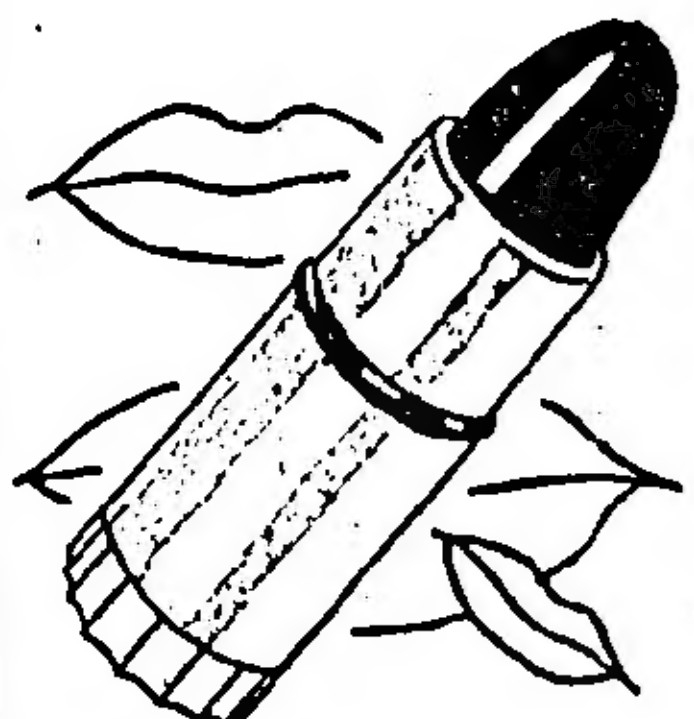
## For motorists!

News to make your mouth water: Petrol is so plentiful in Los Angeles that garages are giving away carwashes, glassware, and packets of seeds to petrol purchasers. Price varies between 1s. and 6d. per gallon.

Footnote: No wonder the Labour Government is barring American newspapers and comics. Nothing but seem funny to them after the election results.

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# English family budgets

The middle class Englishman living abroad will have heard recently a great deal about the plight of his class in England. Materially it has changed for the worse. That cannot be denied. An Englishman abroad will be wondering what adjustments he will need to make when he returns to live in his own country.

Some family budgets published recently in correspondence in the "Evening Standard" may be of interest. They rose out of a discussion of whether the middle class could still make ends meet on its income. Few things interest people so much as how other people contrive not to go bankrupt.

The budget taken for analysis is that of a civil servant earning £2,500 a year. He has a wife and two children. An income of £2,500 a year is at the top of the middle class scale. In England today there are only 175,000 incomes above £2,000, as compared with 500,000 incomes between £1,000 and £2,000. The figures worked out as follows:

Rent and rates £186, heating £45, Food £300, Wages £50, Repairs £25, Telephone £15, School fees £500, Clothes £100, Clubs £25, Pocket money for husband and wife £250, Holidays £100, Doctor and dentist £25, Friends and charity £25, Tax £200.

This budget cannot be taken as quite typical. It includes no insurance. Most middle class families at such a standard of living would pay premiums of at least £50 or £100 on life insurance. Again the figures for rent are unusually low. Doubtless the civil servant in question is paying a rent fixed before the war. A new tenant might have to pay a rent of £250 for the kind of accommodation usually sought after by civil servants of the higher rank.

How does this budget compare with comparable budgets of new-war days?

Two facts stand out. First, taxation has risen steeply. A gross income of £2,500 a year yields for this class of taxpayer a tax free income of £1,650. In 1938 to have a tax free income of this size it was necessary to earn rather less than £2,000.

The second fact is that the value of money has changed. A tax-free income of £1,650 today buys in middle class life only about as much as a tax-free income of £800 bought in 1948.

## By WINDRUSH

From these figures it follows that the gross income of £2,500 is worth in what it will purchase, a gross income of only £1,000 in 1938.

The position for the salary earner is not really quite as bad as these figures suggest. He is entitled to benefits in return for the taxation and insurance contributions which he pays. He can have free medical attention and free education for his children. But many members of the middle class still prefer to deal with private doctors for any serious complaints. This is not simply out of shyness. The health service, in its present stage of development, can only deal with patients in a strict order of priority. If a middle class patient finds that he must fix his own time of being treated he must call in his private doctor.

The position of the middle class is not likely to improve. Even if there should be a Conservative Government later this year, taxation over the long period will probably continue to increase, and the value of money will fall more rapidly than salaries. The middle class must therefore cut down its standard of living. How could this be most easily done in the present example?

## Losing fight

Certain items could easily be pruned. Rather less might be spent on food. A servant can be dispensed with. Holidays can

be made cheaper. But the item on which a really decisive saving could be made is education. The salary earner could at once improve his position by removing his children from their public schools and sending them to State schools which cost him nothing.

This is an economy which the middle class will fight to avoid. It is very proper that it should be a losing fight. For economic pressure will grow. Most middle class families are at present not living within their incomes. They are drawing on their capital. Sooner or later this will all be used up—sooner, probably, if a Labour Government introduces a capital levy.

The result may not be wholly bad. The chief cause of class division in England today is differences in income but differences in education. The differences in income tend to be passed on to their children to different kinds of schools. Because of this the member of one class is still often separated from others in a way not found in other countries. England has had a kind of caste system. If this disappears as the result of the growing economic stringency, it will be for the nation's health. Good will have come out of seeming evil.

In case too much sympathy is felt for the difficulties of the £2,500 a year salary earner, it is worth while considering the budget of a family at the other end of the scale, which was also analysed in the "Evening Standard." The budget in this case of a family with one child was as follows: The items were as follows: Rent £104, Heating £34, Food £175, Wages nil, Repairs nil, Education nil, Clothes nil, Pocket money for husband and wife £250, Holidays nil, Doctors nil, Taxes £200. It is to relieve the grinding pressure on families with an income of this level that the middle class must forgo some of its accustomed ways of life. It is fair to say that the middle class has accepted the need for this.

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## ACHESON PRAISED BY "THE TIMES"

London, March 16.

"The Times" today compared the San Francisco speech of the United States Secretary of State, Mr. Dean Acheson, to the Marshall Plan speech delivered three years ago by the then Secretary of State, General George C. Marshall, at Harvard University.

"The Times" said Mr. Acheson's speech ranks as a major statement on behalf of the American Administration.

"In many ways it can be compared in importance with the speech which his predecessor, Mr. Marshall, made at Harvard three years ago on the dangers besetting Western Europe.

"The determination with which he spoke, and the intentions he made clear on behalf of the Administration, will give encouragement to the Governments of the Commonwealth which pledged themselves at Colombo to join in giving what aid they can to South East Asia."

"The Times" said the speech strengthened the case for recognition of the Chinese Communist Government, and added: "The granting of recognition is not the granting of a certificate of good conduct. It is simply the first step toward establishing relations with the Government in effective control of the country. There can be no doubt that the British Government chose a sound and logical course (in recognising the Chinese Communist regime), even though every manner of difficulty may lie ahead.

**Agreement needed**

"It will be hoped that when Mr. Acheson meets Mr. Bevin and M. Schuman in a few weeks, agreement on a Western policy toward China may be reached. Until it is reached, Soviet propaganda about the hostility of the West will have an open field in China."

## PEKING CABLE TO ATTLEE

San Francisco, March 16.

The Chinese Communist Vice-Premier, Kuo Mo-jo, has cabled Mr. Clement Attlee a strong protest "on behalf of the peace-loving Chinese people" against the British Government's refusal to grant visas to the Soviet and Hungarian delegates of the Permanent Committee of the World Peace Congress, according to the Peking radio.

Mr. Kuo, who is Chairman of the Chinese Committee of the Congress, told the British Prime Minister, "This unjustified action completely runs counter to the desire of the British people for peace."

The radio said that Mr. Kuo sent two similar cables to the French and Dutch Premiers, using stronger language.

Of M. Georges Bidault he "demanded that this unjustified decision, which violates the interests of world peace, be immediately cancelled."

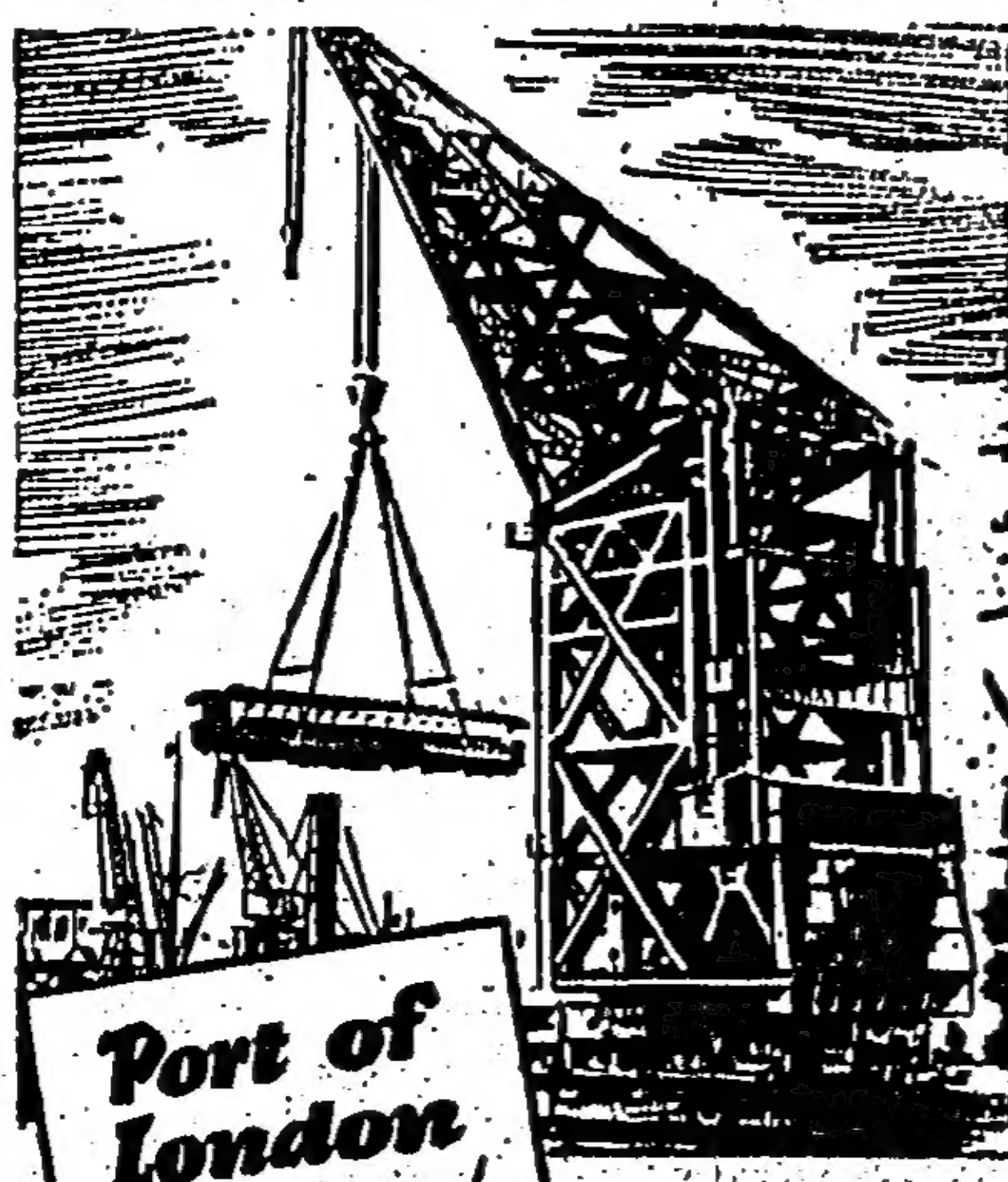
Mr. Wilhelm Drees was told that his act "completely exposes the criminal, bellicose policy being pursued by the Dutch Government."—United Press.

## DEATH OF JAPAN OIL MAN

Monterey, California, March 16. Daniel Douglas MacGregor, aged 63, former Vice-President of the Associated Oil Company's affiliate, Mitsubishi Oil Company of Japan, died today after a long illness. Mr. MacGregor lived in the Far East for more than 10 years.

He is survived by a daughter, Mrs. Josephine Rosalie Crabbe, of Manila.—Associated Press.

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## Civilian to take over British zone

London, March 16.

It was announced today that General Sir Brian Robertson, British High Commissioner in Germany, will succeed General Sir John Crocker as Commander-in-Chief, Middle East Land Forces, in June.

Sir Ivone Kirkpatrick, Permanent Under-Secretary of State in charge of the German section of the Foreign Office, will succeed General Robertson as High Commissioner in Germany.—United Press.

## EMPIRE MEETING ON JAPAN

Ottawa, March 16.

Commonwealth countries will have their experts meet before long to discuss what should be in a Japanese peace treaty, the External Affairs Minister, Mr. L. B. Pearson, said in the House of Commons today.

He replied to Mr. Howard Green, Progressive Conservative member from British Columbia, who asked if there will be a Commonwealth conference on the treaty. Mr. Pearson said the recent Commonwealth conference in Ceylon discussed the question but reached no conclusions other than to have the experts meet in London to carry on the discussion.—Associated Press.

## Moscow annoyed by London story

Moscow, March 16.

The weekly, "New Times," today published a full page article headlined "Lying Sensations of United Press."

It criticised a United Press London despatch of March 4 quoting the committee of British and French Parliamentarians as saying that South-east Asia and eventually Africa were the next objectives in the Soviet pattern of conquest.

The "New Times" said, "Goebbels' obscure follower holding the post of United Press London correspondent reported that the Soviet Union was planning no more or less than a Communist empire in Africa and promised China enormous military and political support for the conquest of South Asian countries, including India."

"The agency did not report whether the Soviet Union plans simultaneous seizure of Australia, British Honduras and Tierra del Fuego."

"But judging from the panicky tone of the despatch they too have some place in the imaginary Communist empire."

"Any normal person reading the United Press report will decide that it originated from the pen of an unceremonious liar or lunatic suffering from persecution mania."

The "New Times" said the despatch contained a "mixture

of fabrications of the United Press which has been long specialising in anti-Soviet sensation with falsifications pulled from other no less lying sources."

It said, "Many Indian newspapers with weakness for anti-Soviet sensations printed these ravings without explanation."

"As for India the real threat to the interests of this country comes not from the peace-loving Soviet Union or the Chinese People's Republic which just overthrow the yoke of the Kuomintang from Anglo-American imperialism trying to perpetuate colonial enslavement of India."

The United Press despatch the "New Times" refers to quoted the London International Committee for the Study of European Affairs, members of which include the former French Premier, Paul Reynaud, Lord Vansittart, for long an official of the British Foreign Office, and other British and French members of Parliament.—United Press.

**POP**



## MANDRAKE THE MAGICIAN

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## JOHNNY HAZARD

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"SZECHUEN"	Yokohama, Nagoya, Osaka & Kobe	5 p.m. 20th Mar.
"SHENGKING"	Keelung	5 p.m. 21st Mar.
"YUNNAN"	Keelung, Yokohama, Nagoya, Osaka & Kobe	5 p.m. 22nd Mar.
"HUPEH"	Incheon & Tientsin	5 p.m. 23rd Mar.
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"PATROCLUS"	U.K. via Straits	23rd Mar.
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## U.S. CAMPAIGN FOR TARIFF REFORMS

Washington, March 17.

The State Department is leading a campaign for the United States to put its own economic house in order before the next Anglo-American dollar talks begin.

This results from numerous foreign complaints that the United States fails to co-ordinate its economic policies and sometimes leaves European States caught in a squeeze.

## DEBATE ON JAP SUSPECTS

Canberra, March 18.

The debate flared up anew today in the Australian House of Representatives over why Japanese war criminal suspects were released by the Labour Government of the former Premier, Joseph B. Chifley which left office last December.

Mr. P. C. Spender, Minister of External Affairs, charged that Mr. Chifley's Government played politics with the issue, and told the assembly, "The conduct of the Chifley Government regarding the Japanese war criminals was disgraceful. They should have been prosecuted."

A wartime pilot, B. Graham (Liberal), angrily declared, "The Japanese are sub-human creatures. Their complete elimination as a race would in no way detract from the future prosperity of the world's development and progress. There are members here with deep loathing and hatred for the Japanese after personal contact with them."

Mr. Graham said, however, that certain Japanese atrocities could be laid at the door of the Australian forces themselves.

Joseph Haines, Minister for the Army and Air Force, declared that no sooner had the Chifley Government been sworn in, than it was warned that if nothing were done about the Japanese war prisoners, the matter would be taken to the Allied Council in Washington, and General Douglas MacArthur, Supreme Commander in Japan, would be forced to release the suspects. Holding a sheaf of papers in his hand, he said: "Here is a Cabinet document which recommended to the Chifley Cabinet that no further action be taken."

Mr. Chifley promptly retorted: "That was never adopted."

Mr. Francis continued: "Had the Chifley Government been returned to power, all these men would have been released. It is obvious from the files that the former Army Minister, Mr. Cyril Chambers, and the former Defence Minister, Mr. J. J. Deane, quarrelled on the issue of the war trials."

Mr. Chifley said, "Lack of accommodation in various Eastern places was the main reason why the trials were delayed." His Government first wanted Hong Kong, but facilities were not available there. He then tried to stage the trials in Japan, but the authorities there declined. His Government finally suggested Darwin, Australia, but this proved unsatisfactory.—United Press.

The State Department is urging prompt creation of an inter-departmental committee to direct economic policies in the cold war. Its recommendation is at present before the budget bureau and must win President Truman's approval before it can go into effect.

The State Department wants its representatives to work hand in glove with officials of the Treasury, Commerce, Agriculture and other departments in co-ordinating American policies. For years the department has been espousing free trade among all countries of the world and led two great tariff-cutting conferences that affected 33 countries. But it discovered that some other agency thwarted its schemes.

For instance, the department negotiated lower tariff rates on butter from Denmark and in return got tariff concessions on American goods going there. Denmark thought lower American tariffs would allow Danish butter to be sold in the United States, but it did not work out that way. The Agriculture Department, as part of its support for farm prices, persuaded Congress to ban the importation of butter as long as it is surplus here. That will be a long time. Denmark is complaining to the State Department with a view to reference to skulduggery in Washington.

## British complaints

Australia and New Zealand also complained on similar grounds. Britain has long had a tin with United States businessmen on the grounds that British goods get a bad break in American markets regardless of what the State Department does or says.

As a result, Britain's efforts at solving its dollar shortage at present are designed to reduce purchases of dollar goods such as oil and films. Coupled with devaluation of the pound, this policy has brought results. Britain's dollar shortage, helped by ECA contributions, has been narrowed, and the United States is somewhat alarmed that so much of this improvement has been made through a reduction of British buying.

The United States wants to see Britain balance its dollar account through stressed selling to the United States. So American officials are talking more of high level trade. To get it the United States will have to lower tariffs and quotas to allow Britain to sell more goods here. That is the way the Secretary of State, Mr. Dean Acheson, wants to solve the problem. And he wants other Government departments to help the campaign.—United Press and Reuter.

## Big Ceremonial Parade by the 40th Division

(Continued From Page 1)

"You came out here as soldiers of Britain and you have proved yourselves, but you have also proved yourselves as worthy ambassadors of Britain. I congratulate you."

## March past

The march past then began. First came the cars of the 3rd Royal Tank Regiment. The tanks—36 of them—remained stationary, as it was considered that their tracks might damage the airfield. The formations and units following were:

## Massed bands

HQ Royal Artillery, 40th Infantry Division; 14th Field Regiment, RA; 23rd Field Regiment, RA; 25th Field Regiment, RA and the 27th (Strang's) Anti-Tank Battery, RA.

Massed Bands of: 1st Battalion, The King's Own Scottish Borderers; 1st Battalion, The Cameronians (Scottish Rifles), 1st Battalion, The Argyll and Sutherland Highlanders (Princess Louise's).

They came the 24th Field Engineer Regiment, 1st and 40th Infantry Division Signal Regiment, Royal Signals. Following were Headquarters, 27th Infantry Brigade; 1st Battalion, The Royal Leicestershire Regiment, 1st Battalion, The Middlesex Regiment (Duke of Cambridge's Own), 1st Battalion, The Argyll and Sutherland Highlanders (Princess Louise's). Then came Headquarters, 28th Infantry Brigade; 1st Battalion, The King's Own Scottish Borderers, 1st Battalion, The South Staffordshire Regiment, 1st Battalion, The King's Shropshire Light Infantry.

The Gurkhas followed—Headquarters, 20th Gurkha Infantry Brigade; 1st Battalion, The Cameronians (Scottish Rifles), 2nd Battalion, 6th Gurkha Rifles, 2nd Battalion, 10th Princess Mary's Own Gurkha Rifles.

Bringing up the rear were the RAMC, RASC, RAOC, REME and the Royal Military Police, all of the 40th Division.

The climax came when, at the last of the troops marched past the saluting base, five Auster planes of the 1903 Air Observation Post Flight dipped low, skimming the airstrip in salute. After the parade, a number of village boys of Sek Kong and surrounding district, who had turned up in their formal attire to witness the parade, were presented to the Governor.

Among those present at the parade were Lady Grantham, Sir Arthur and Lady Morse, Mr. Karl Rankin, the United States Consul-General, and Mrs. Rankin and many others.

## NOTICE TO CONSIGNEES

Consignees per BARBER-WILHELMSEN LINE mv. "TALLEYRAND" are hereby notified that their cargo is being discharged into the Hong Kong & Kowloon Wharf & Godown Co's godown where it will be at consignees risk and subject to the Wharf's terms and conditions of storage, and where delivery may be obtained.

Damaged packages are to be left in the godowns for examination by Consignees and the Company's surveyors, Messrs. Goddard & Douglas at 10 a.m. on March 20, 1950.

To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

No claims will be admitted after the goods have left the steamer's godowns, and all goods remaining undelivered after March 21, 1950 will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before March 28, 1950 or they will not be recognized.

No fire insurance will be effected.

DODWELL &amp; CO. LTD.

Agents.

Hong Kong, March 17, 1950.

## Britain may take retaliation

London, March 18.

Britain is considering whether to take retaliatory action against Russia and other countries who place restrictions on the movement of British Ambassadors and their staffs, the Foreign Under-Secretary, Mr. Ernest Davies, said in reply to a Parliamentary question today.

"The British Government takes a serious view of the restrictions in regard to travel and other matters to which British representatives are subjected in the Soviet Union, Hungary, Bulgaria and Rumania."

"The British Government have hitherto refrained from taking any retaliatory action of a similar nature, but whether this one-sided state of affairs can be allowed to continue indefinitely is under consideration."—Reuter.

## Rediffusion

A.M.	
7.00—Up With The Sun.	
7.15—Setting Up Exercises.	
7.30—Musical Clock.	
7.45—Ed. A. Keller Forecast.	
8.00—News & Weather Forecast.	
8.15—Salon Concert Players.	
9.00—Morning Music.	
9.30—Console & Keyboard.	
10.00—Music For All.	
11.00—Morning Medley.	
11.30—Parade of Rhythm.	
P.M.	
12.00—Financial and World News.	
12.15—Strike Up The Band.	
12.30—Dance Music.	
1.15—News.	
1.30—The Week's Composer.	
1.45—Variety Calls The Tune.	
2.00—The Nocturnal Trio.	
4.15—Tropics.	
4.30—Vocally Yours.	
5.00—Music Makers.	
5.15—Dancing Strings.	
5.30—March Banding in the March.	
6.01—Unit Requests.	
7.00—B.O.O. News.	
7.10—Local News.	
7.15—"At The Opera".	
7.45—Ten Ticks and his Orchestra.	
8.00—"Teen Time".	
8.30—Sports Roundup.	
8.45—Let's Waltz.	
9.00—E.O.C. News.	
9.10—Local News.	
9.15—Variety on Record.	
9.30—Rediffusion Hit Parade.	
10.00—Joy Nichols.	
10.15—"Made From The Marlin".	
11.00—Rugby Football—Scotland v. England.	
11.45—P.A. Cup.	
12.00—Close Down.	

## BEN LINE STEAMERS LTD.

RE: S.S. "BENLEDI"

## NOTICE TO CONSIGNEES

Latest information received regarding the fire casualty indicates all cargo in holds Nos. 2, 2A, 3, 4 and 5 to be a total loss except, possibly, some scrap value in steel bars, etc.

Cargo in No. 1 hold is only partially damaged to an extent which can only be determined after discharge but it is expected that values are likely to be substantially absorbed by salvage charges. Details of this cargo have been air-mailed and consignees of same will be informed individually.

All consignees are hereby advised that "Benledi" voyage is abandoned also that proceeds from salvaged cargo are likely to be small. Cargo underwriters should be notified accordingly.

W. R. LOXLEY & CO. (CHINA), LTD., Agents.

## NOTICE TO CONSIGNEES

M/V "LISHOLT"

Having arrived Hongkong consignees of cargo are hereby notified that all goods have been landed and placed at their risk and expense into the godowns of the Hong Kong & Kowloon Wharf & Godown Co., Ltd., where delivery may be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the godowns or failure to attend the survey.

All broken, chafed and damaged goods are to be left in the godown where they will be examined in the presence of Messrs. Goddard & Douglas on March 21, 1950, at 10 a.m.

To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when examining damaged dutiable goods. All claims against the vessel must be presented to the underwriter within fourteen days of the ship's arrival, or they will not be recognized.

No fire insurance will be effected.

WALLEN &amp; CO.

Agents.

Hong Kong, March 18, 1950.

## P&amp;O B.I. E&amp;A COMPANIES

## PENINSULAR &amp; ORIENTAL S.N. CO.

PASSENGER/FREIGHT SERVICE		
OUTWARDS	LEAVES LONDON	DUE HONGKONG
a.s. "CANTON"	18th Mar. (4 p.m.)	19th Apr.
a.s. "CORFU"	18th Mar.	19th Apr.
a.s. "CANTON"	4th Apr.	5th June
Via Southampton, Port Said, Aden, Bombay, Colombo, Penang & Singapore.		
HOMEWARDS		
a.s. "CANTON"	18th Mar. (4 p.m.)	17th Apr.
a.s. "CORFU"	18th Mar.	18th Apr.
a.s. "CANTON"	4th Apr.	18th June
a.s. "CANTON"	18th Apr.	18th July
a.s. "CORFU"	4th Aug.	8th September

FREIGHT SERVICE		
OUTWARDS	DUE HONGKONG	FROM
a.s. "CANTON"	In port	London & Continent
a.s. "SHILLONG"	18th Apr.	
HOMEWARDS		
a.s. "CANTON"	20th Mar.	Kobe & Yokohama
a.s. "CORFU"	18th Apr.	London & Continent
a.s. "SHILLONG"	11th May	

Accepting Cargo for Singapore, Penang, Colombo, Bombay, Aden, Port Said & London.

## BRITISH INDIA S.N. CO., LTD.

S.S. "SHIRALA"		
In port	from Calcutta via Rangoon & Straits	
a.s. "SHIRALA"	22nd Mar.	for Calcutta via Straits
a.s. "SHIRALA"	19th Mar.	for Calcutta via Straits
a.s. "SHIRALA"	25th Mar.	from Calcutta, Rangoon via Straits, for Japan.
a.s. "SHIRALA"	27th Mar.	

\* Three ships have Refrigerated Cargo space.

## P. &amp; O.B.I. JOINT SERVICE

S.S. "FEMBA"		
due 24th Mar.	from Bombay.	
a.s. "FEMBA"	28th Mar.	for Japan.
a.s. "FEMBA"	End Mar.	from Persian Gulf, Bombay & Straits.
a.s. "FEMBA"	End Mar.	for Japan.

\* Accepts cargo on through bills of lading for Persian Gulf Ports

## EASTERN &amp; AUSTRALIAN S.S. CO., LTD.

S.S. "NELLOBE"		
a.s. 9th Apr.	for Manila, Rabaul, Brisbane, Sydney, Melbourne, Adelaide, Wellington, Auckland, Lytleton & Dunedin. Calls Fort Moresby if sufficient inducement.	

\* Accepts cargo for New Zealand & Pacific Island ports on through bills of lading.

All vessels have liberty to call at any ports on or off the route, and the routes and sailings are subject to change or amendment without or without notice.

For full particulars apply to: MACKINNON, MACKENZIE & CO. Telephone Nos. 27721-4.

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## DIRECT MONTHLY SAILINGS TO NEW YORK VIA LOS ANGELES AND PANAMA

"STEEL NAVIGATOR"	17th Apr.
"STEEL ADVOCATE"	3rd May

Tanks available for Bulk Oil.

## SAILINGS TO SAIGON, BANGKOK, SOURABAYA, CHERIBON &amp; DJAKARTA

"STEEL VENDOR"	31st Mar.
"STEEL VOYAGER"	28th Apr.

## ARRIVALS FROM U.S.A.

Sails N.Y.	Sail S.F.	Due H.K.
"STEEL VENDOR"	Sailed	Sailed 30th Mar.
"STEEL VOYAGER"	21st Mar.	8th Apr. 27th Apr.
"STEEL WORKER"	21st Apr.	9th May 28th May

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m.v. "NAGARA"	Sails for Kobe & Yokohama 1st April.	27th Mar.
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m.v. "TONGHAI"		24th Apr.
m.v. "BALI"		24th May

## SAILINGS TO EUROPE

m.v. "NAGARA"	13th Apr.
m.v. "HEMLAND"	20th Apr.

FOR ADEN, PORT SAID, GENOA, MARSEILLES, TANGIERS, CASABLANCA, ANTWERP, ROTTERDAM, BREMEN, HAMBURG, COPENHAGEN, OSLO & GOTHENBURG  
Passenger accommodation available.

## GILMAN &amp; CO., LTD.

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## RADIO

Radio Hong Kong broadcasts on a frequency of 845 kilocycles per second and on 9.82 megacycles per second in the 21 metre band.

M.K.T. P.M.

12.15—Morning Prayers (Studio)	
12.30—"Hong Kong Calling"—Programme Summary.	
12.35—Popular Variety.	
1.00—Light Piano Parade.	
1.15—News, Weather Report and Announcements.	
1.25—Interlude.	
1.30—"Nothing But Music"—Played by the Queen's Hall Light Orchestra Conducted by Sidney Torch (ORH)	
2.00—"Force Choice"—Presented by Pip Richardson. (Studio)	
2.10—"American Patrol"—A Programme of American Music Presented by Lionel Box. (Studio)	
2.00—World News. (London Relay)	
4.10—Hospital Requests—Presented by "Anker" Beckett	
4.10—"Carte"—A Light Variety Programme from the Studio.	
4.30—"Radio Ballroom"—Presented by Bill Irving and Peter Moore. (Studio)	
5.00—"Riddle of the Sands"—By Erskine Childers. (London Relay) (Part 6) "Finema"	
5.30—"Rich Rending in the Marsh"—With Richard Murdoch and Kenneth Horne. (DBCTS)	
6.00—"Hong Kong Calling"—Programme Summary.	
6.25—"The Chinese"—Linda Carter Calling—To Miss H.M.S. "Tanger" (Studio)	
7.00—World News and News Analysis. (London Relay)	
7.15—"Saturday Record-Up" (Studio)	
7.30—"Variety Bandbox"—From the Kilburn Empia. London. (DBCTS)	
8.00—"From the Editorials" (London Relay)	
8.10—Sports Results. (Studio)	
8.15—"Ties for Music"—BBC Midland Orchestra. Conducted by Gilbert Viner. (DBCTS)	
8.45—"The Canterbury Tales—No. 8.—Chaucer's Poem Adapted for Radio Reading, by Nevill Coghill.—The Wife's Tale and the Shipman's Tale. (DBCTS)	
9.00—Light Orchestral Programme.	
9.00—Radio News Reel. (London Relay)	
10.15—Weather Report.	
10.15—"Charts"—And Dance Music.	
11.15—Weather Report, World News and Home News from Britain. (London Relay)	
11.30—"The King's Birthday"—God Save the King.	
11.35—Close Down.	



## ROYAL HOLLAND-INDIA LINE

**SINGAPORE, JAVA PORTS and MACASSAR**

SHIP	ARRIVALS	SAILINGS
"VAN HEUTS"*	In Port	19th Mar.
"TJISADANE"	20th Mar.	25th Mar.
"TJITJALONGKA"	5th Apr.	10th Apr.

\* Only to Singapore, Penang & Belawan Deli.

**MANILA, EAST & SOUTH AFRICA & SOUTH AMERICA**

SHIP	ARRIVALS	SAILINGS
"BOISSEVAIN"	24th Mar.	10th Apr.
"STRAAT SOENDA"	15th Apr.	26th Mar.
"STRAAT MALAKKA"	13th May	4th May
"TEGELBERG"	13th May	1st June

**JAPAN**

SHIP	ARRIVALS	SAILINGS
"BERLAGE"	23rd Mar.	25th Mar.
"BOISSEVAIN"	9th Apr.	17th Apr.
"STRAAT MALAKKA"	2nd May	17th May
"TEGELBERG"	31st May	15th May

**Agents: HOLLAND-EAST ASIA LINE**

**EUROPE via MANILA and MALAYA**

SHIP	ARRIVALS	SAILINGS
"HOOGKERK"	early April	2nd April
"MEERKERK"	early April	early May

Through De/L issued to Mediterranean and Northern European ports.

**JAPAN**

SHIP	ARRIVALS	SAILINGS
"HOOGKERK"	1st April	early April
"MEERKERK"	early May	early April

**KING'S BUILDING TELEPHONES: 2005 TO 2007**

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## AMERICAN PIONEER LINE

to and from  
Atlantic Coast Ports of  
the United States  
and Far Eastern Ports

### NEW FAST CARGO SHIPS

ARRIVALS FROM ATLANTIC

SHIP	In Port	Mar.
"PIONEER LAKE"	Mar. 27	27
"PIONEER WAVE"	Mar. 28	28
"PIONEER SEA"	Apr. 7	7

SAILING TO MANILA

SHIP	Mar.	18
"PIONEER LAKE" (via Fusan)	Mar. 18	18
"PIONEER WAVE" (via Fusan)	Mar. 28	28
"PIONEER SEA" (via Keelung, Yokohama)	Apr. 8	8

SAILINGS TO NEW YORK, BOSTON, BALTIMORE, PHILADELPHIA via JAPAN & PANAMA CANAL

SHIP	Arr.	Apr.	Sails	Apr.
"AMERICAN REPORTER"	Apr. 3	Sails	Apr. 5	5
"PIONEER LAKE"	Apr. 8	Sails	Apr. 10	10
"PIONEER WAVE"	Apr. 22	Sails	Apr. 24	24

\* via Tsingtao.

For rates, special information call

### UNITED STATES LINES COMPANY

Queen's Bldg. Tel. 28196

The above list indicates the principal ports of loading and discharge is presently intended, but not their relation. For further information see schedule at the Company's Office.

## DE LA RAMA LINES

Sailing to New York, Baltimore, Philadelphia,  
Via Japan and Pacific coast ports

**"M.V. 'AJAX'"** ..... 20th Mar.

**"M.V. 'AGAMEMNON'"** ..... 23rd Apr.

Arriving via Manila from  
U.S. ATLANTIC & PACIFIC COAST PORTS

SHIP	due	Mar.
M.S. "DONA NATI"	due	26th Mar.
M.V. "BENGAL"	due	12th Apr.
M.S. "DONA ANICETA"	due	30th Apr.

**BUTTERFIELD & SWIRE**

Agents  
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## U.S. ORIENT MERCHANT LINE.

ARRIVALS

SHIP	FROM	ARR.	DUE
"MORLAGO"	GALVESTON	Discharging @ Stonequitters	
"MORLAGO"	EAST COAST U.S.A.	Abt. 20th Mar.	
"MORLAGO"	do	9th Apr.	

**W. R. LOXLEY & CO., (CHINA) LTD.**

Agents  
York Building Tel. 34188

## FINANCE AND COMMERCE

# ECONOMIC MISSION FOR PHILIPPINES

### Washington, March 16.

President Harry Truman is expected soon to name a special mission which will undertake an on-the-scene survey of the Philippines' economic difficulties.

The mission will be entirely American. A five-man Filipino group, appointed by President Elpidio Quirino will serve in a consultative capacity.

### Hong Kong Stock Exchange

Capital is easily scared and once this has happened confidence takes a lot of wooing and it is restored. Thanks to a plethora of rumours, mostly unfounded, capital in the Colony has been badly scared. Companies with sound background, a reasonable future and with prospects of a continuance of handsome dividends appeal to a very few, hence the market is suffering from neglect. Franks, China Lights and Electric, at the moment, have good enquiries, but they are exceptions.

**H.K. GOVT. LOANS**

4 1/2% Loan 99 1/2  
5 1/2% Loan (1954 & 1955) 98 1/2  
5 1/2% Loan (1948) 98 1/2

**BANKS**

H.K. & S. Bank 125 1/2, 125 1/2  
(Loan, Rec.) 43 1/2  
Chartered Bank Ex. Div. 49 1/2, 16 1/2  
Metcalf Bank A. & B. 42 1/2, 42 1/2  
Bank of East Asia 10 1/2

**INSURANCES**

Canton Ins. 31 1/2  
Union Ins. 50 1/2  
China Underwriters 50  
H.K. Fire Ins. Ex. Div. 21 1/2

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H.K. & S. Steamship 11 1/2  
Indo China (Prof.) 89 1/2  
(Def.) 20 1/2  
Shanghai Hongkong 15 1/2  
Shells (Bentley) 65 1/2  
Union Waterways 25 1/2  
Asia Nav. 30 1/2

**DOCKS, WHARVES, GODOWNS, ETC.**

H.K. & S. Wharves Ex. Div. 5 1/2  
North Point Wharves 15 1/2, 15 1/2  
Shanghai Hongkong Wharves 15 1/2  
H.K. Docks 18 1/2, 18 1/2  
China Providence 12 1/2  
Shanghai Dockyards 5 1/2  
Wharves 25 1/2

**MINING**

Road Mines 5 1/2  
H.K. Mines 31 1/2

**LANDS, HOTELS & BLDGS.**

H. & S. Hotels 9 1/2  
H.K. Lands Ex. Div. 44 1/2  
Shanghai Land 14 1/2, 14 1/2  
Hongkong Ex. Div. 10 1/2  
H.K. Real Estate 12 1/2  
Chinese Estates 12 1/2

**PUBLIC UTILITIES**

H.K. Tramways Ex. Div. 13 1/2  
Peak Tram (Ord.) 18 1/2  
(New) 9 1/2  
Star Ferry Ex. Div. 8 1/2  
C. Light (Ord.) 11 1/2, 11 1/2  
(New) 8 1/2, 8 1/2  
H.K. Electric 27 1/2, 27 1/2  
Macao Electric 20  
Sandsan Light 8 1/2  
Telephones 18 1/2  
Shanghai Gas 1 1/2

**INDUSTRIALS**

Cald. Merc. (Ord.) 25 1/2  
Canton Ice 5 1/2  
Cement Ex. Div. 12 1/2  
H.K. Ropes Ex. Div. 14 1/2

**STORES, ETC.**

Dairy Farms 40 1/2  
Watsons Ex. Div. C.R. 42 1/2, 42 1/2  
L. Crawford 51 1/2  
Sincere 5 1/2  
China Emporium Ex. Div. 9 1/2  
Sun Co. Ltd. 14 1/2  
Kwong Sang Hong 9 1/2  
Wing on (H.K.) 8 1/2  
Wm. Powell, Ltd. 9 1/2

**MISCELLANEOUS**

China Enterprises 17 1/2  
H.K. Construction 2 1/2, 2 1/2  
(New) 1 1/2  
Maraman Investments 9 1/2  
Meyman (H.K.) 7 1/2  
Shanghai Loan 1 1/2  
Yankee 4 1/2

**COTTONS**

Ewos 21 1/2

### Self-help

To try to decide what the Philippine Government itself might do to put the Republic's financial house in order and what the United States could do to help further.

Preliminary discussions of the problem were made during a visit here last year by President Quirino.

Two years hence, several Philippine loans from the United States are coming due, but officials said these were secondary in importance to the general economic stringency.

Included in the \$5,000,000 budgetary loan made by the Reconstruction Finance Corporation and some \$30,000,000 in longer term pre-war loans for specific projects in the islands.—Associated Press.

### SHIP ABANDONED

Suez, March 16.

The 5,500-ton Norwegian motorship *Tajana* has been abandoned in a sinking condition off St. John's Island in the Red Sea, according to a signal from Captain Eirikland to the ship's agents.

The message added that all 42 crew, including the captain's wife and two stewardesses, are safe on board the 8,000-ton British freighter *Mathura* of Liverpool.

The *Tajana* was bound for Scandinavia from the Persian Gulf.—Reuters.

### SHIP DISASTER

Guayaquil, Ecuador, March 16.

Forty of the 150 passengers were feared drowned today when the steamer *Bolivar* developed a list and sank in the Guayas River, survivors said in Guayaquil.—Associated Press.

### NOTICE TO CONSIGNEES

Consignees per  
S.S. "BENVENUE"

are hereby notified that their cargo is being discharged into the Hong Kong & Kowloon Wharf & Godown Co's godown where it will be at consignee's risk and subject to the Wharf's terms and conditions of storage, and where delivery may be obtained.

Damaged packages are to be left in the godowns for examination by Consignees and the Company's surveyors, Messrs. Carmichael & Clarke at 10 a.m. March 21, 1950.

To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

No claims will be admitted after the goods have left the steamer's godowns, and all goods remaining undelivered after March 23, 1950, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before April 7, 1950, or they will not be recognised.

No Fire Insurance will be effected.

W. R. LOXLEY & CO.  
(CHINA), LTD.  
Agents.  
Hong Kong, March 17, 1950.

### MALAYAN RUBBER FOR RUSSIA

Kuala Lumpur, March 16.

Malaya is to send Russia some 15,000 tons of rubber this month. One ship is loading about 8,000 tons from Malayan ports this week and another is due to take another consignment next week. Both ships are destined for Odessa.

According to official Penang trade statistics, Russia re-exported the local rubber market last month, purchasing 1,635 tons.—Reuters.

### SINO-JAPANESE BARTER TRADE

Tokyo, March 17.

The lifting of controls on trade between Japan and the China mainland, reported recently in foreign news despatches, will serve to promote trade on a barter basis between the two countries. Mr. Ryui Takeuchi, Administrator of International Trade, stated yesterday.

Trade between the two countries, he said, is conducted through Hong Kong.—Reuters.

### LONDON STOCKS

London, March 16.

Feature of the stock market today was the rise of South African gold shares as a result of reports that the South African Government will not increase gold mining taxation. Among foreign securities there was good support of Japanese bonds on the strength of speculative buying.

The 1930 bonds rose 1-1/2 to close at 98.

Financial Times' index 104.2.—Associated Press.

### NY RUBBER

New York, March 16.

Crude rubber number one futures closed 23 to 60 higher. Sales 125 contracts.

Month	Price
March	20.25
May	19.68-70
July	19.25 bid.
September	18.80

Spot number one ribbed smoked sheets, 20-1/4 nominal.—Associated Press.

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"WILLIAM LUCKENBACH"	India & Singapore	Apr. 1	Apr. 2	San Francisco & Los Angeles
"STRAWHAT"	San Francisco	Mar. 18	Mar. 20	San Francisco & Los Angeles
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"President Fillmore"	Apr. 8	Apr. 8

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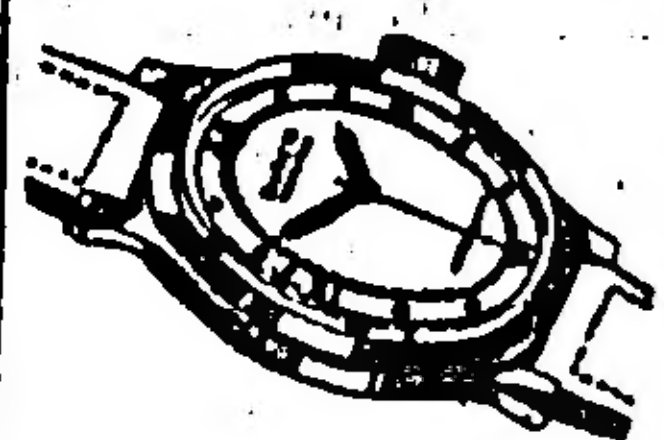
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# CHINA MAIL

HONG KONG, SATURDAY, MARCH 18, 1950.

Sports Pause



## Soccer:

### Local soccer players being exploited to the limit

(By "ROVER")

The Hong Kong Football Association, as the body governing amateur soccer in this Colony, is no longer interested in looking after the welfare of its players.

All indications point to the fact that the Association is mainly interested in making money and still more money at the expense of unfortunate players, who are being exploited to the limit.

If any proof were needed to substantiate the charges made, one might refer to the unjustified increase in the number of so-called Interparts and unofficial Interparts, plus games against visiting teams from abroad.

In days gone by, when the standard of football in this Colony was definitely higher than it is today and when the game was not a "big-business" proposition as at present, there was only one important rule: that was the annual gala affair between this Colony and Shanghai with an occasional triangular tournament in which Tientsin took part.

Today, the number of so-called Interparts and unofficial Interparts has increased to an absurd extent and players, in addition to being asked to play their own Club games week after week during the playing season, as well as representative games, are called upon to make tours abroad or play any team which the HKFA cares to invite to these shores.

#### Desire for profit

All these Interparts, unofficial Interparts and games with outside teams are not arranged for the benefit of the players; they are being arranged for the profit of an insane desire for profit by the HKFA and visiting teams.

The HKFA seems to have overlooked the fact that the majority of local players are employed in offices and other spheres and that their playing time does not depend on the playing of football week after week.

If any player selected by the HKFA to take part in a game should be seriously injured while playing in a representative game and is, in consequence, compelled to remain absent from his work for an unnecessarily lengthy period of time, he stands a chance of losing his job.

Will the HKFA, upon the happening of any such event, undertake to pay to the player concerned a sum equal to his monthly salary during his period of unemployment?

Will the HKFA undertake to obtain for such player, in the event of his losing his job, employment at the same rate of pay with the same prospects?

Past experience has shown that the HKFA is not prepared to undertake these obligations.

#### Local set-up

Admittedly, players selected to tour abroad or take part in representative games may refuse to play if they can put forward a reasonable excuse, but when one takes into consideration the local set-up and what really goes on behind the scenes, a player must play when required to do so or suffer the consequences.

A great deal of the responsibility for the present state of affairs rests with the representatives of the different Clubs.

The local set-up is a club representative, for reasons best known to themselves, are inclined to be tongue-tied when they attend meetings of the HKFA and prefer to agree to everything that is proposed by the Association rather than give their own frank views.

Should there be any doubt regarding the charge that the majority of Club representatives are lacking in candour, one might refer to the reports on the recent visits of Hong Kong teams to Bangkok and Saigon.

**Bad taste in mouth**  
From all accounts, the visits left a very bad taste in the mouth. Apart from the fact that several Hong Kong players were seriously injured, the treatment of Hong Kong's representatives in Saigon was, to say the least, of it, humiliating.

Immediately after their return to the Colony, a number of the Hong Kong players voiced their dissatisfaction over what actually happened in Saigon. It was expected, in the face of such dissatisfaction, that when the report of the tour was placed on the table at the Interpart Subcommittee meeting on Monday last, a full and frank discussion would take place, with Club representatives taking up cudgels on behalf of their respective players.

To the surprise and amazement of all, the report contained nothing out of the ordinary. On the other hand, it would seem from the report made, that the same in Saigon were played in a "very clean and sporting spirit."

### Badminton semi-finals begin Monday

Semi-finals for all the 10 events of the Colony Badminton Championships begin on Monday, March 20, at Club de Recreio with a programme of five games.

An admission charge of \$1.20 including tax will be made for each Semi-final session. The following is the complete programme:

Monday, March 20

At Club de Recreio

7.30 p.m. Junior Men's Singles: J. A. Soares (St. Theresa) v M. H. Liang (Homefolks).

8.00 p.m. Junior Mixed Doubles: W. C. Chung and Mrs. Chung (Chinese YMCA) v C. M. Quinn and Y. Franco (Recreio).

8.30 p.m. Ladies' Singles: Miss G. Silva (Recreio) v Miss M. Ribeiro (Recreio).

9.00 p.m. Senior Mixed Doubles: P. H. Wong and H. Kwong (Chinese YMCA) v R. Young (Chinese Y) and Miss M. Xavier (Rec.).

9.30 p.m. Senior Men's Singles: Robert Tay (Chinese YMCA) v M. T. Yew (University).

Wednesday, March 22

At Club de Recreio

7.30 p.m. Schoolboys' Doubles: M. Nolasco and G. Pomeroy (La Salle) v F. Allayre and J. Pomeroy, Jr. (La Salle).

8.00 p.m. Junior Men's Singles: S. T. Ito (University) v B. Saw (Shallanders).

8.30 p.m. Junior Men's Doubles: K. F. Chiu and A. Ho (Chung Wah) v Bill Chow and C. H. Ng (Shallanders).

9.00 p.m. Ladies' Doubles: Miss M. Xavier and Mrs. H. J. Goncalves (Rec.) v Miss M. Ribeiro and Mrs. M. Rozario (Rec.).

9.30 p.m. Men's Senior Singles: C. K. Lee (Chinese YMCA) v K. S. Law (University).

Thursday, March 23

At Kowloon Cricket Club

7.30 p.m. Schoolboys' Doubles: K. Y. Tso (St. Paul's) and B. Saw (Asia) v E. C. Y. Hsi and H. Hsi (Wah Kin).

8.00 p.m. Junior Men's Doubles: S. K. Cheong and S. F. Lam (University) v N. K. Chin and K. K. Loke (University).

8.30 p.m. Ladies' Doubles: Mrs. L. F. Stokes and Mrs. A. Tamworth (Shallanders) v Miss D. Ramsey and Miss J. Greenhalgh (Kowloon Docks).

9.00 p.m. Ladies' Singles: Miss U. Khoo (Chinese YMCA) v Mrs. M. Rozario (Recreio).

9.30 p.m. Senior Men's Doubles: Robert Tay and P. H. Wong (Chinese YMCA) v Bill Funk and S. K. Howe (Shallanders).

Friday, March 24

At Kowloon Cricket Club

7.30 p.m. Schoolboys' Singles: K. Y. Tso (St. Paul's) v E. Hsi (Wah Kin).

8.00 p.m. Schoolboys' Singles: A. A. Dos Remedios (La Salle) v B. Saw (Asia College).

8.30 p.m. Senior Men's Doubles: W. F. Foo and C. K. Lee (Chinese YMCA) v G. Lum and J. Koo (Shallanders).

9.00 p.m. Junior Mixed Doubles: A. D. Brown and Mrs. M. Rozario (St. Theresa and Recreio) v J. A. Soares and Mrs. Soares.

9.30 p.m. Senior Mixed Doubles: Robert Tay and Miss M. Ribeiro v C. K. Lee and Miss Y. Franco.

Saturday, March 25

At Kowloon Cricket Club

7.30 p.m. Schoolboys' Singles: K. Y. Tso (St. Paul's) v E. Hsi (Wah Kin).

8.00 p.m. Schoolboys' Singles: A. A. Dos Remedios (La Salle) v B. Saw (Asia College).

8.30 p.m. Senior Men's Doubles: W. F. Foo and C. K. Lee (Chinese YMCA) v G. Lum and J. Koo (Shallanders).

9.00 p.m. Junior Mixed Doubles: A. D. Brown and Mrs. M. Rozario (St. Theresa and Recreio) v J. A. Soares and Mrs. Soares.

9.30 p.m. Senior Mixed Doubles: Robert Tay and Miss M. Ribeiro v C. K. Lee and Miss Y. Franco.

Sunday, March 26

At Kowloon Cricket Club

7.30 p.m. Schoolboys' Singles: K. Y. Tso (St. Paul's) v E. Hsi (Wah Kin).

8.00 p.m. Schoolboys' Singles: A. A. Dos Remedios (La Salle) v B. Saw (Asia College).

8.30 p.m. Senior Men's Doubles: W. F. Foo and C. K. Lee (Chinese YMCA) v G. Lum and J. Koo (Shallanders).

9.00 p.m. Junior Mixed Doubles: A. D. Brown and Mrs. M. Rozario (St. Theresa and Recreio) v J. A. Soares and Mrs. Soares.

9.30 p.m. Senior Mixed Doubles: Robert Tay and Miss M. Ribeiro v C. K. Lee and Miss Y. Franco.

Monday, March 27

At Kowloon Cricket Club

7.30 p.m. Schoolboys' Singles: K. Y. Tso (St. Paul's) v E. Hsi (Wah Kin).

8.00 p.m. Schoolboys' Singles: A. A. Dos Remedios (La Salle) v B. Saw (Asia College).

8.30 p.m. Senior Men's Doubles: W. F. Foo and C. K. Lee (Chinese YMCA) v G. Lum and J. Koo (Shallanders).

9.00 p.m. Junior Mixed Doubles: A. D. Brown and Mrs. M. Rozario (St. Theresa and Recreio) v J. A. Soares and Mrs. Soares.

9.30 p.m. Senior Mixed Doubles: Robert Tay and Miss M. Ribeiro v C. K. Lee and Miss Y. Franco.

Tuesday, March 28

At Kowloon Cricket Club

7.30 p.m. Schoolboys' Singles: K. Y. Tso (St. Paul's) v E. Hsi (Wah Kin).

8.00 p.m. Schoolboys' Singles: A. A. Dos Remedios (La Salle) v B. Saw (Asia College).

8.30 p.m. Senior Men's Doubles: W. F. Foo and C. K. Lee (Chinese YMCA) v G. Lum and J. Koo (Shallanders).

9.00 p.m. Junior Mixed Doubles: A. D. Brown and Mrs. M. Rozario (St. Theresa and Recreio) v J. A. Soares and Mrs. Soares.

9.30 p.m. Senior Mixed Doubles: Robert Tay and Miss M. Ribeiro v C. K. Lee and Miss Y. Franco.

Wednesday, March 29

At Kowloon Cricket Club

7.30 p.m. Schoolboys' Singles: K. Y. Tso (St. Paul's) v E. Hsi (Wah Kin).

8.00 p.m. Schoolboys' Singles: A. A. Dos Remedios (La Salle) v B. Saw (Asia College).

8.30 p.m. Senior Men's Doubles: W. F. Foo and C. K. Lee (Chinese YMCA) v G. Lum and J. Koo (Shallanders).

9.00 p.m. Junior Mixed Doubles: A. D. Brown and Mrs. M. Rozario (St. Theresa and Recreio) v J. A. Soares and Mrs. Soares.

9.30 p.m. Senior Mixed Doubles: Robert Tay and Miss M. Ribeiro v C. K. Lee and Miss Y. Franco.

Thursday, March 30

At Kowloon Cricket Club

7.30 p.m. Schoolboys' Singles: K. Y. Tso (St. Paul's) v E. Hsi (Wah Kin).

8.00 p.m. Schoolboys' Singles: A. A. Dos Remedios (La Salle) v B. Saw (Asia College).

8.30 p.m. Senior Men's Doubles: W. F. Foo and C. K. Lee (Chinese YMCA) v G. Lum and J. Koo (Shallanders).

9.00 p.m. Junior Mixed Doubles: A. D. Brown and Mrs. M. Rozario (St. Theresa and Recreio) v J. A. Soares and Mrs. Soares.

9.30 p.m. Senior Mixed Doubles: Robert Tay and Miss M. Ribeiro v C. K. Lee and Miss Y. Franco.

Friday, March 31

At Kowloon Cricket Club

7.30 p.m. Schoolboys' Singles: K. Y. Tso (St. Paul's) v E. Hsi (Wah Kin).

8.00 p.m. Schoolboys' Singles: A. A. Dos Remedios (La Salle) v B. Saw (Asia College).

8.30 p.m. Senior Men's Doubles: W. F. Foo and C. K. Lee (Chinese YMCA) v G. Lum and J. Koo (Shallanders).

9.00 p.m. Junior Mixed Doubles: A. D. Brown and Mrs. M. Rozario (St. Theresa and Recreio) v J. A. Soares and Mrs. Soares.

9.30 p.m. Senior Mixed Doubles: Robert Tay and Miss M. Ribeiro v C. K. Lee and Miss Y. Franco.

Saturday, April 1

At Kowloon Cricket Club

7.30 p.m. Schoolboys' Singles: K. Y. Tso (St. Paul's) v E. Hsi (Wah Kin).

8.00 p.m. Schoolboys' Singles: A. A. Dos Remedios (La Salle) v B. Saw (Asia College).

8.30 p.m. Senior Men's Doubles: W. F. Foo and C. K. Lee (Chinese YMCA) v G. Lum and J. Koo (Shallanders).

9.00 p.m. Junior Mixed Doubles: A. D. Brown and Mrs. M. Rozario (St. Theresa and Recreio) v J. A. Soares and Mrs. Soares.

9.30 p.m. Senior Mixed Doubles: Robert Tay and Miss M. Ribeiro v C. K. Lee and Miss Y. Franco.

Sunday, April 2

At Kowloon Cricket Club

7.30 p.m. Schoolboys' Singles: K. Y. Tso (St. Paul's) v E. Hsi (Wah Kin).

8.00 p.m. Schoolboys' Singles: A. A. Dos Remedios (La Salle) v B. Saw (Asia College).

8.30 p.m. Senior Men's Doubles: W. F. Foo and C. K. Lee (Chinese YMCA) v G. Lum and J. Koo (Shallanders).

9.00 p.m. Junior Mixed Doubles: A. D. Brown and Mrs. M. Rozario (St. Theresa and Recreio) v J. A. Soares and Mrs. Soares.

9.30 p.m. Senior Mixed Doubles: Robert Tay and Miss M. Ribeiro v C. K. Lee and Miss Y. Franco.

Monday, April 3

At Kowloon Cricket Club

7.30 p.m. Schoolboys' Singles: K. Y. Tso (St. Paul's) v E. Hsi (Wah Kin).

8.00 p.m. Schoolboys' Singles: A. A. Dos Remedios (La Salle) v B. Saw (Asia College).

8.30 p.m. Senior Men's Doubles: W. F. Foo and C. K. Lee (Chinese YMCA) v G. Lum and J. Koo (Shallanders).

9.00 p.m. Junior Mixed Doubles: A. D. Brown and Mrs. M. Rozario (St. Theresa and Recreio) v J. A. Soares and Mrs. Soares.

9.30 p.m. Senior Mixed Doubles: Robert Tay and Miss M. Ribeiro v C. K. Lee and Miss Y. Franco.

## Rugby:

### Keen games expected in today's Seven-a-Side competition

(By "J. T. STUB")

On the Club ground at Happy Valley at 2.30 p.m. today, the remaining eight of 36 original entries battle for the honour of winning the coveted Blarney Stone Shield.

Last year's winners, Club "A", look the strongest side on paper, but the seven's game is almost unpredictable and one can only hazard at the outset a guess as to the final outcome.

Two interesting possibilities

arise, an all-Military final between the Middlesex and Leicesters or a purely civilian affair between the respective Club sevens; of the two, I think the latter a more likely possibility.

Today's proceedings commence with the Middlesex versus Club "A" tie.

In Claydon, the soldiers possess a match winner who bears close watching. He is the chief danger to the Club's aspirations of a straight win.

The Club, although a little vulnerable, are a workmanlike side and in my opinion will prove just a little too much for the "dichards."

#### Somewhat disappointing

Wayfong's midweek form after their polished display in the first round was somewhat disappointing, although Campbell's injury upset the balance of the side.

I feel the bankers will have to do better if they aspire to go forward to the Quarter-finals.

For the Commandos, Fowke and Harrison are capable of springing a surprise and unless Campbell is able to take part in today's game, I think the Marines will win through.

The Club "B" and Leicesters tie promises to be a real thriller; the soldiers, with the exception of Major Goldschmidt, are not an outstanding side, but are definitely extremely hard-working.

Major Goldschmidt's long and accurate passing has, however, carried them this far and his leadership may just prove sufficient.

Club "B" are also a sound lot and if Franklin and Stewart produce, the form displayed in previous rounds, their combination will be difficult to beat.

#### Outstanding figure

The Police, of whom Slevin is the outstanding figure, have the easiest task of going forward into the next round.

In this, the RA men will find, as did the Argyle, that the lawmen are too strong and heavy a proposition.

Rugby enthusiasts will welcome the news that the Club and Army are once more going to oppose each other as a grand finale to the season on Sunday, March 26, on the Club ground.

I understand that the proceeds of this match will go towards the Club's Rugby Interpart coffers.

#### Programme

The following is today's programme:

Quarter-finals  
Club "A" v Middlesex at 2.30 p.m.

Wayfong v HQ 3 Cdo Bde. at 2.50 p.m.

Royal Leicesters v Club "B" at 3.10 p.m.

Police "A" v 27 HAA Regt. RA at 3.30 p.m.

Bermi-finals  
Winners of Club "A" and Middlesex v Winners of Wayfong and HQ 3 Cdo Bde. 3.50 p.m.

Winners of Royal Leicesters and Club "B" v Winners of Police and 27 HAA Regt. RA at 4.10 p.m.

Final—4 p.m.

#### Starting times at Fanling

The following are the starting times on the "Old and New Courses" at Fanling today and tomorrow:

Today—Old Course  
2.15 R. Lindemann-N.P. Downie  
2.30 L. Shaw-G.E. Hays

2.45 J. K. Retelle-W.H. Davis  
3.00 K.S. Robertson-W.P. Birrell  
3.15 H.R. Gledhill-P. Morrison

3.30 R.S. Gordon-R.D. Doonan  
3.45 R.W.A. Mackintosh-J. Redman  
4.00 R.P. Phillips-F.B. Black

4.15 H.M. Snow-J. Poterrett  
4.30 J.H. McKelvey-R.S. Barry  
4.45 T.R. Waters-R.K. Hodson

5.00 R. S. Gordon-W.P. Birrell  
5.15 H. H. Gledhill-P. Morrison  
5.30 M.P. de Pina-A.T. Chau

5.45 A.S. de Pina-A.T. Chau  
6.00 R.S. Gordon-W.P. Birrell  
6.15 H. H. Gledhill-P. Morrison

6.30 J.J. Campbell-K.S. Robertson  
6.45 A. H. B. A. J. Delvall  
7.00 R.S. Gordon-W.P. Birrell

7.15 H. H. Gledhill-P. Morrison  
7.30 M.P. de Pina-A.T. Chau  
7.45 A.S. de Pina-A.T. Chau

8.00 R.S. Gordon-W.P. Birrell  
8.15 H. H. Gledhill-P. Morrison  
8.30 M.P. de Pina-A.T. Chau

8.45 A.S. de Pina-A.T. Chau  
9.00 R.S. Gordon-W.P. Birrell  
9.15 H. H. Gledhill-P. Morrison

9.30 M.P. de Pina-A.T. Chau  
9.45 A.S. de Pina-A.T. Chau  
10.00 R.S. Gordon-W.P. Birrell

10.15 H. H. Gledhill-P. Morrison  
10.30 M.P. de Pina-A.T. Chau  
10.45 A.S. de Pina-A.T. Chau

11.00 R.S. Gordon-W.P. Birrell  
11.15 H. H. Gledhill-P. Morrison  
11.30 M.P. de Pina-A.T. Chau

11.45 A.S. de Pina-A.T. Chau  
12.00 R.S. Gordon-W.P. Birrell  
12.15 H. H. Gledhill-P. Morrison

12.30 M.P. de Pina-A.T. Chau  
12.45 A.S. de Pina-A.T. Chau  
13.00 R.S. Gordon-W.P. Birrell

13.15 H. H. Gledhill-P. Morrison  
13.30 M.P. de Pina-A.T. Chau  
13.45 A.S. de Pina-A.T. Chau

14.00 R.S. Gordon-W.P. Birrell  
14.15 H. H. Gledhill-P. Morrison  
14.30 M.P. de Pina-A.T. Chau

14.45 A.S. de Pina-A.T. Chau  
15.00 R.S. Gordon-W.P. Birrell  
15.15 H. H. Gledhill-P. Morrison

15.30 M.P. de Pina-A.T. Chau  
15.45 A.S. de Pina-A.T. Chau  
16.00 R.S. Gordon-W.P. Birrell

16.15 H. H. Gledhill-P. Morrison  
16.30 M.P. de Pina-A.T. Chau  
16.45 A.S. de Pina-A.T. Chau

17.00 R.S. Gordon-W.P. Birrell  
17.15 H. H. Gledhill-P. Morrison  
17.30 M.P. de Pina-A.T. Chau

17.45 A.S. de Pina-A.T. Chau  
18.00 R.S. Gordon-W.P. Birrell  
18.15 H. H. Gledhill-P. Morrison

18.30 M.P. de Pina-A.T. Chau  
18.45 A.S. de Pina-A.T.